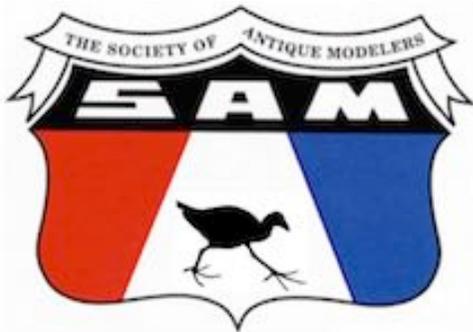


AVANZ NEWS





In this Issue

From the Editor
Committee Notices
Incoming
John Selby
Future Events
Levin 25th Sept
Rally Photographs
WMAC Vintage Night
Internet Resources
Louis Garami
Strato Streak 1941
Colibri 1939
Half Pint
Works in Progress
Popsie
Dixielander
Jumpin' Bean
Engine Identification
Strato Streak 68 1968
Project Updates
Cover Story
Real Vintage
Leader Boards
Miscellaneous
Free Flight Notices

From the Editor

Some things, like the weather, change on a daily basis. Others, like the house mortgage, change but slowly. Some, like the paths of the stars, seem to be permanently fixed and beyond our control - and that's just as well.

Vintage falls into the middle group with ongoing changes to how and what we fly. The most obvious differences in RC Vintage over the past thirty years have involved the gear we use. Some that come to mind are that four cycle motors are no longer a rarity, the average size of models has increased, the number of models each flier owns has gone up, electric models are now practical, and radio transmitters have shorter aerials.

Also obvious is the altered nature of flying sessions. Once, a flier would arrive at the field with his one model, labour intensively to get it airworthy, and spend the day putting in a creditable half dozen flights. Happily, that is still an accurate description of a typical Vintage FF flying session - but I'm not thinking of FF here. At today's RC field, radio reliability and a resource of trimming and flying skills to draw upon allow twice as many flights, using three times the number of models, in half the time.

If a flier from the Vintage era could visit our flying fields, he would be astonished at the greatly increased performance being wrung from designs of his time, obtained easily and consistently with RC. How would such a time traveller look upon our flying? Most likely with admiration and more than a little envy that the developments we take for granted did not exist in his time. It is unlikely he would draw back in

horror on seeing his designs tweaked by today's fliers to cure shortcomings, and he would certainly be puzzled to find we deliberately handicap our models by adding ballast to bring them up to a minimum weight.

But, if I had to name the change of greatest consequence to the hobby over the last thirty years, it would be nothing to do with flying fields, engines, or models. It would be the depth of aeromodelling knowledge to which we have free access. Gone are the days of patiently waiting for a monthly dose of "Aeromodeller". Ready access to information by anyone, anywhere, is an efficient growth strategy for any interest group, and such an obvious one - the more people that are reached, the more likely it is there will be new interest. A few groups still treat their bulletins as income generators, but most clubs gain the benefits of sharing beyond their own small group. With a little mouse-work, goldmines of information are there for the working.

And, it might be the internet that creates the biggest surprise for the visiting time traveller when he finds that an idea he has on Saturday can be presented to, commented upon, and adopted or improved by builders around the globe - all before the start of the next week.

Bernard Scott

Contributions to this issue from

Dave Crook	Barrie Russell	Jonathon Shorer
Dimitri Zotov	Chris Murphy	Mike Andrews
Wayne Cartwright	Allan Knox	Kenneth Foster

On the Cover

E-Rubber Texaco Skokie flown by Doug Baunton at Airsail Field

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PLANS: Mark Venter avanz.plans@xtra.co.nz

Announcement of Annual General Meeting, January 2017

This meeting will be held on Saturday 7th January 2017 at 3.00 pm at the Gliding Club Rooms at Waharoa Airfield

Agenda

- Roll Call and Apologies -
- Minutes of the previous AGM -
- Matters arising from the Minutes -
- SIG Committee Report -
- Financial Report -
- AVANZ News and Plans Report -
- Election of Officers -
- Notices of Motion/Remits -
- General Business -

BEAN-O-METER 1st November 2016



Ooops! Mike Andrews requested a PDF of the Jumpin' Bean plan and he was mistakenly sent this in JPEG format. Over to Mike -

I have used a CAD tool to scale and redraw the plan. It may be useful to others. I have attached a pdf file of the result. If you print the pdf onto A4 paper you will get 9 sheets that can be taped together to form the plan. I have not included material sizes nor have I modified it from the original FF version, anticipating that others will want to make their own decisions. If you do pass this on to anyone, please add the caveat that I have not used it yet to build from so it has not passed the final check yet!

Thanks, Mike, your plan looks very accurate. The programme used for the bulletin does not allow attaching PDFs, but copies can be emailed by the editor on request.

Hi Bernard,

Your lead article in the last newsletter has prompted me to give my views. When I retired I came back to aeromodelling and soon gravitated to the planes of my youth. These were sports models designed and kitted between 1940 and 1960.

I was in the local club and most of us just built and flew for the sheer joy of it. Very few got involved in competitions. Interest in building and flying in the UK is still very strong and the only competition I know of is for *Tomboys*.

We, on the other hand have more competitions than entries and require eight A4 pages for the rules. Surely we have lost the plot somewhere? If we cannot just fly for fun, why can we not have fewer classes? Duplicating the rules for electric is a farce and ignores the advantages of electric power. I believe we should reduce the number of classes and for electric we should have completely different rules, based on the ones used for scale.

We could scrap the Classic category and extend the Vintage date to the end of 1960. That alone would halve the classes. After all, the current dates are arbitrary and have not been adjusted with the passage of time. Also, scrap the age bonus that is an artificial handicap that reduces choice. What do other members think?

I was on the point of giving up Vintage but will hold off for a bit. I might even finish the *Barnstormer* I started 6 months ago! Let's see what eventuates, I do so enjoy building vintage planes.

Regards,
Kenneth Foster.

John Selby 1947 – 2016

A tribute by Jonathon Shorer President, MFNZ.

I first met John 6 years ago when we both joined the MFNZ Council. He had a ready smile and a fund of stories. He described himself as the building manager for Parliament though I'm sure his real title was rather grander.

As newcomers to the country, Gill and I were privileged to have him give us a guided tour of his empire. We visited the whole place from the Prime Minister's parking slot in the basement to standing on the roof of the Beehive to look over the city. It was a memorable, priceless tour and typical of his generosity with his time and knowledge.

John took over the running of the Vintage events in the Southern North Island and introduced me to the intricacies of scoring and the rules. We often travelled to meetings together and he was able to tell me much of the history of aeromodelling in New Zealand from his perspective. He had a broad span of interests covering modern gliders, power models and the older designs.

It was a shock to learn of his illness but he remained cheerful and stoic throughout. He was always keen to know what was going on with MFNZ and would often call to give me his views.

Visiting his house, I was shown his shed, and the overflow shed! Both were full to bursting with all manner of planes and tools. He was a ferocious shopper and had a marvellous collection of engines contained in a large safe that was left over from Parliament. Always keen to find a bargain, he was full of building intentions until a couple of months ago and planning to spend some time on another ambitious project.

Sadly, it was not to be, and within a month of leaving his job in Parliament, he is gone.



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

Vintage Precision
Classical Precision
Vintage IC Duration
Classical IC Duration
Classical 1/2E Texaco *
Tomboy IC

Sunday 19 March

Vintage E Duration
Vintage 1/2A Texaco
Vintage 1/2E Texaco
Vin and CI Scale Texaco **
Vintage E Rubber Texaco

Monday 20 March

Vintage Open Texaco
Vintage E Texaco
Vintage A Texaco
Classical Electric Duration
Tomboy E

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

** First time Scale has been included in contests.



Vintage RC Event Schedule for 2017 National Championships

Location: Waharoa Domain

Day 1

Vintage Precision
Vintage IC Duration
Classical Precision
Classical IC Duration

Day 2

Vintage E Duration
Vintage 1/2A Texaco
Vintage 1/2E Texaco

Day 3

Vintage A Texaco
Vintage E Texaco

Day 4

Vintage Open Texaco
Vintage E Rubber Texaco
Classical E Duration

Vintage FF Event Schedule for 2017 National Championships

Location: Proctor Road

Day 1

Vintage CAT Glider
Vintage Power

Day 2

Vintage Rubber
Nostalgia Power

Day 3

Vintage Glider
Small Nos/Vintage Power

Day 4

Nos Rubber
Nos / Classic Glider Combined
Classic Power / Rubber Combined

Day 5

Precision

A brief report on the event at Levin, one of three Vintage fixtures a year at Levin. The next one will be the 3-day North Island Champs in March next year.

Sunday dawned a bit damp in Wellington with much the same as I drove up the coast road. LMAC has a great setup with a nice club house, running water, BBQ and even a flush loo. Very luxurious, plus covered seating and starting tables on the field.

We were soon under way with Ian lighting up his lovely big Brown Junior powered *TD Coupe* and launching into Texaco Open. It is NDC 1/2A and A-Texaco this month so I started with my new 1/2A *Cub*. I figured it needed a test flight as it was brand new. Things didn't go well with a snap roll into the deck. A new prop and some throw reductions had it away on the second shot and while still twitchy, it was flyable and easily exceeded the required 8 minutes. CG has to come forward to tame it though, so I put it away and got out my old faithful *Skipper* now serviceable again after being lost for a month at the Nationals. Jonathan Shorer showed the way in Vintage Precision with his *Junior 60* and flew very accurately to Max out. Joe Bradbury flew very well too with his *Viking* just dropping the one landing. Robin King turned up with a *Black Magic* and showed real skill with 3 mins 2 secs, 3 mins dead then 3 mins 1 sec. Landings were a little off but I think this was his first contest. Sadly the *Black Magic* bit the dust a bit later and exited inverted into the deck. *Vikings* also were the weapons of choice for Kevin Daly and Alan Sissons. These are great little models with *Playboy* wings on an elegant tapered cabin style fuse.

Ian and I went on to fly the other NDC event, Texaco A. I used my *Lancer* with OS20 FS and Ian had his little *Simplex* powered by his home made but larger capacity Mills Diesel replica. Both models do the required 10 minutes easily and I must admit I figured it was all over when I missed 2 landings. Ian was looking pretty confident but then the diesel went off and his flight came up short at 8 minutes 28 secs.

Jonathan cooked us a fine lunch at midday, that and the hot coffee anytime you wanted a break were greatly appreciated. A highlight for me was seeing a couple of non competition models pottering around. Jonathan had brought along Ivan Treen's lovely old *Cloud Cruiser*, a Ben Shereshaw design from 1937. Its a big beast at 96 inch span and this one had an old open rocker OS60FS, perfect for low slow pottering around. Jonathan also flew his *Hepcat*, another nice old model.

I put in some Precision flights with *Lancer* at the end of the day and was last off the field at 4.00pm having enjoyed yet another super days flying at Levin. Jonathan said to mention that they are always pleased to see visiting fliers so when Wellington is blowing a gale and raining, give Levin a go. You can be sure of a warm welcome.

Results:

Vintage Precision

1st = Jonathan Shorer	600
1st = Allan Knox	600
3rd Joe Bradbury	581
4th Robin King	564
5th Kevin Daly	558
6th Alan Sissons	539

Open Texaco

1st Ian Munroe	1038
----------------	------

A Texaco

1st Allan Knox	1848
2nd Ian Munroe	1748

1/2A Texaco

1st Allan Knox	1333
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Cloud Cruiser



Jonathan and Hepcat

TD-Coupe and Lancer





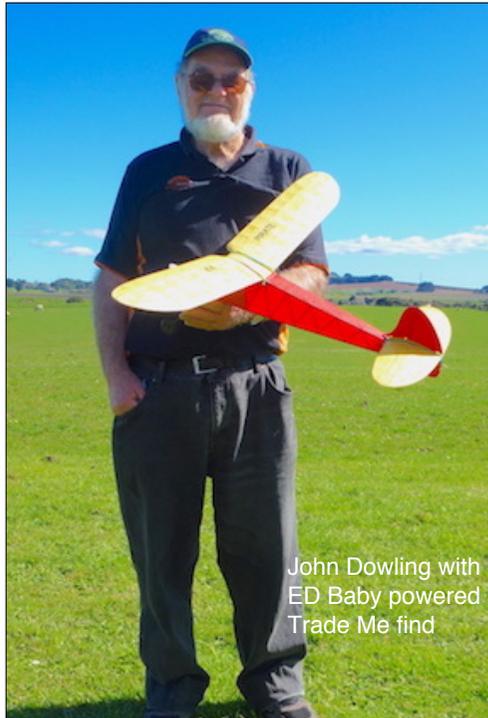
Evan Pimm's *Cream delight*.
1970's F1C design



By the hat, this could
be Dave Thornley



"Aeromodelling: a sport, a religion "



John Dowling with
ED Baby powered
Trade Me find



Doug Baunton tending his fleet



Top Banana
Top Banana

The Wellington MAC's Vintage Night went well. About 30 attended, many bringing their vintage models - and we heard about many more. It was promoted to be about RC Vintage but Chris Murphy broadened the evening with a range of Free Flight models and that was great. The pitch ran for about an hour, opening with a Power Point presentation and illustrating points of interest using the display models.

Tony Leatherbarrow brought along his ancient single channel Black Magic complete with wind up escapement and ground based Tx. An ED Racer up front - good stuff.

Bob McGrath has a bomber under restoration so he may soon be joining us in some Duration and Precision. It would do well in Open Texaco too. Bob is keen and is a very fine pilot as well.

Ian Munroe brought his models and it was special to have the big TD Coupe with its Brown Junior there. Ian and I will get together and fly Open Tex NDC next month.

A vintage promotion evening like this is a great way to introduce the joys of Vintage to fliers of other codes.



Hi, after the club vintage presentation I put together some vintage related links that may be of interest.

<http://www.outerzone.co.uk/index.asp> for free plans by the hundreds.

<http://www.antiquemodeler.org/> Society of Antique Modellers in the States inspires vintage flying all round the world. Their Magazine is Sam Speaks.

http://www.antiquemodeler.org/sam_new/approved_lists/adl-gas/gas_list_index.html the approved gas model list that gives the official dates for the age bonus part of our scores.

<http://www.rcgroups.com/vintage-and-old-timer-designs-209/> my favourite chat room on things vintage . lots of build blogs here.

<http://www.modelflyingnz.org/interest/vintage.htm> our vintage page on the MFNZ site. It has links to our rules, copies of our Mag, AVANZ, ably put together by Bernard Scott as well as our plans service where you can order model plans.

<http://sticksandtissue.yolasite.com/>

This is James Parry's Stick and Tissue archives of back issues. Lots of vintage reading here.

<http://www.belairkits.com/> there are lots of Short Kit suppliers. This one of them.
And this is another <http://www.klarichkits.com/>

Enjoy.

If you are thinking of building, buying, refurbishing a vintage model, do set it up for at least one of our competition classes then you can join in the fun at Rallies, regional events, Nationals and NDC. Apart from quads, more people fly RC vintage events than any other form of flying.

Call me anytime if you have questions or need advice.

Allan Knox 04 2382752 021747950.



In a report of his time, Louis Garami was painted as something of an exception when it came to his flying sessions. While others fretted over balky ignition systems, LG would arrive, start his engine, make several flights, and be off again before others even got going. Perhaps the reporter saw LG with the sublimely named *Strato Streak*, a design that is easily trimmed for a consistent and safe pattern and a good choice for those wanting a high performance FF power model. Two of Garami's other designs are also presented in this issue: the rather gawky *Colibri* with its difficult to obtain CG, and the *Half Pint*, as used in the former AVA logo. Like the *Strato Streak*, both have more than the average number of tail fins, a Garami motif.

Two short biographies of Louis Garami follow. First is the notation from the SAM Hall of Fame induction records. This seems to draw heavily on the second biography, printed fifty years earlier in *Air Trails*. The lack of more up to date information in the SAM comment, and its ability to place Garami's death only to within a decade suggests that Garami quickly faded out of the aeromodelling limelight in the mid 1940's. But, seventy years later, his *Strato Streak* ensures he remains one of the most widely known designers of the Vintage period.

Editor



LOUIS GARAMI SAM Hall of Fame 2010

Louis Garami was born in 1898 in Budapest, Hungary and died in the 1950s in USA. His older brother Joe introduced him to modeling in 1908 at age 10 and he built model airplanes until he died. He migrated to the United States in 1922. He is known in modeling as the very prolific designer of small free flight gas and rubber-powered models, and also as the long time salesman and technical adviser at Polk's Model Craft and Hobbies in New York City. He did everything from designing kits to overhauling old engines to promoting the "Mighty Atom."

During the 1930s, he and Henry Struck banded together for a mass-production blitz of all-balsa fuselage models. Their products were sold at Macy's. Their line became obsolete when Ideal came out with a molded fuselage model.

Louis' best known design is the *Strato Streak* small pylon gas model. The *Strato Streak* came in two sizes, a 52 in. wingspan model for Class A and a 40in wingspan model for the Atom .09. Both sizes are in the forefront of SAM Gas Model competition. In fact, many Garami designs were small gas models for the Atom because of his friendship Ray Arden, the designer of the Atom. The Atom was promoted by Polk's and Louis was the chief proponent.

Louis' design tastes were truly omnivorous. They ranged from the *Strato Streaks* mentioned above, to the *Skylark*, *Molecule*, *Garami's Gyro* and *Colibri*, all gas jobs, to whole assortment of small rubber-powered types. *Spunky* was a small monocoque fuselage rubber job and his *Duck* was a scale-like amphibian resembling a single-engine Grumman *Widgeon*. Louis was a truly innovative designer and flier.

His designs and his contributions to old time modeling have been overlooked for these many years because

he died some 40 to 50 years before the SAM Hall of Fame was established in 1989.

Louis Garami's models and work :

1. Garami's Gull Wing. Rubber-powered all balsa beginner's model AT 3-1939.
2. Phone Booth Special. Indoor rubber model. FA 4-1938.
3. The Duck. Rubber powered amphibian. AT 8-1939.
4. The Cabineer. Rubber powered cabin job with monocoque construction. AT 11-1938.
5. Colibri. Fuselage gas model, MAN 9-1939.
6. Model Motor Manual. A collaboration with Howard McEntee.
7. Molecule. Gas model. AT 12-1939.
8. Garami Bipe. Rubber powered bipe. AT 3-1948.
9. Strato Streak. Pylon gas model. AT 12-1941.
10. Skylark. Class A/B gull winged beauty.
11. Garami's Gyro. Rubber-powered true autogyro. AT 2-1946.
12. Spunky Rubber model with monocoque fuselage. AT 9-1945
13. Half Pint OT
14. Knockabout OT
15. Sly Lark OT
17. WaHoo OT

When in 1908 Louis Garami flew his first model airplane in Budapest, Hungary, his school chums thought him crazy. In those days even the real planes rarely flew. In Budapest you could always go out to the airport where fragile wood and linen flying machines skipped around, cutting grass.

It was on one of these airport pilgrimages that Louis was bitten with the proverbial model bug. Actually, though, it was Big Brother Joe who was the model builder and who dragged Louis along to see the air-planes. Joe built just one model. When it didn't fly, he gave up. "His career was finished," says Louis, "so I took over." And for thirty three years Louis has been grinding them out.

Today Louis Garami is noted for his varied small gas model designs. His yen for simple fittings and fixtures has earned him the reputation of "Gadgeteer." Louis has a trick for everything, as the analytical builder will discover on looking over any Garami design the Stratostreak, for instance.

Garami specialized in custom built models, perhaps half a dozen gas jobs a year. There was the time he and Henry Struck banded together for a mass production blitz of all balsa fuselage models. These were sold to Macy's in New York City and other department stores. Finally, the boys became so adept that Struck alone manufactured seventy-five fuselages in one day. But, when Ideal brought out their molded fuselage construction, the jig was up for Struck and Garami.

Louis has made over a thousand models not counting commercial production. Old timers will bend your ear at the drop of a hat about their early endeavors with kite sticks, glue, paper napkins, shellac and sliced old inner tubes for motive power. Garami really can crow. Long before most of us were even born, he was nailing and gluing fuselage side frames together on the family window sill in Budapest. His props were made out of T-square heads (he doesn't say where he got them from) The models were copies of Bleriot's and other dashing "flying machines" of the era. And they all flew.

We should thank Big Brother Joe for having Louis with us today. Prior to the last war, Joe came to America and soon had a flourishing radio repair business. In 1923 when Louis decided to join Joe in the US he had probably heard of our gigantic thermals. He worked for Joe for about eight years, but once a model builder, always a model builder. Louis was up to his old tricks by 1931. "I had to start all over again," he claims. Actually, he had at least twenty years' head start.

What Louis thinks about contests would fill a book. Winning contests is ninety percent luck, according to him. (No one but a contest winner would seriously disagree.) Some contests are just about as square as a wrestling match, in his opinion. He points out that a couple of high pressure henchmen who know the tricks can talk a watery eyed timer into seeing an out of sight flight for gosh knows how many more minutes.

The classic example in Garami's book is the time a scaled up Strato Streak made high time for the

day but was nosed out by an enterprising gent who entered two models, theoretically for two people, but flew both himself. He was able to glean three flights out of the total six to win out by a minute. What the officials were doing in the meanwhile, Louis doesn't know. By the time the protest was aired, the said villain had gone home with the bacon. So Louis flies for the fun of it. Two ounces of dope for a prize isn't sufficient inducement for losing a model. Louis says he loses 'em anyway.

Between nine and five on any weekday you can find Louis at Polk's Modelcraft Hobbies in New York City, where he does everything from designing kits to overhauling old engines. Louis likes it. It's a job in his own line, model building. What hobbyist would not like to be paid for making models? On the side, Garami boosts his income by selling construction features and model designs to the magazines. You've seen many of them in Air Trails. On Sundays he can't stay away from the contests. Fortunately, Mrs. Garami is a loyal contest follower.

Louis dumfounded the Nationals one year in Detroit. Detroit was in the throes of a heat spell, the second hottest city in the nation during the contest week. Out from New York in an air conditioned train came Garami. After one hour on the field, he disappeared and by the time the boys checked up he was back on the train bound for New York. That was the time he made his famous remark that tickled Nationals followers: "This isn't a model contest, it's a contest of physical endurance." Maybe that's why they say the only place Louis likes hot air is near the clouds.



ALL Balsa 40" SPAN
27" Length
POLYHEDRAL WING DESIGN

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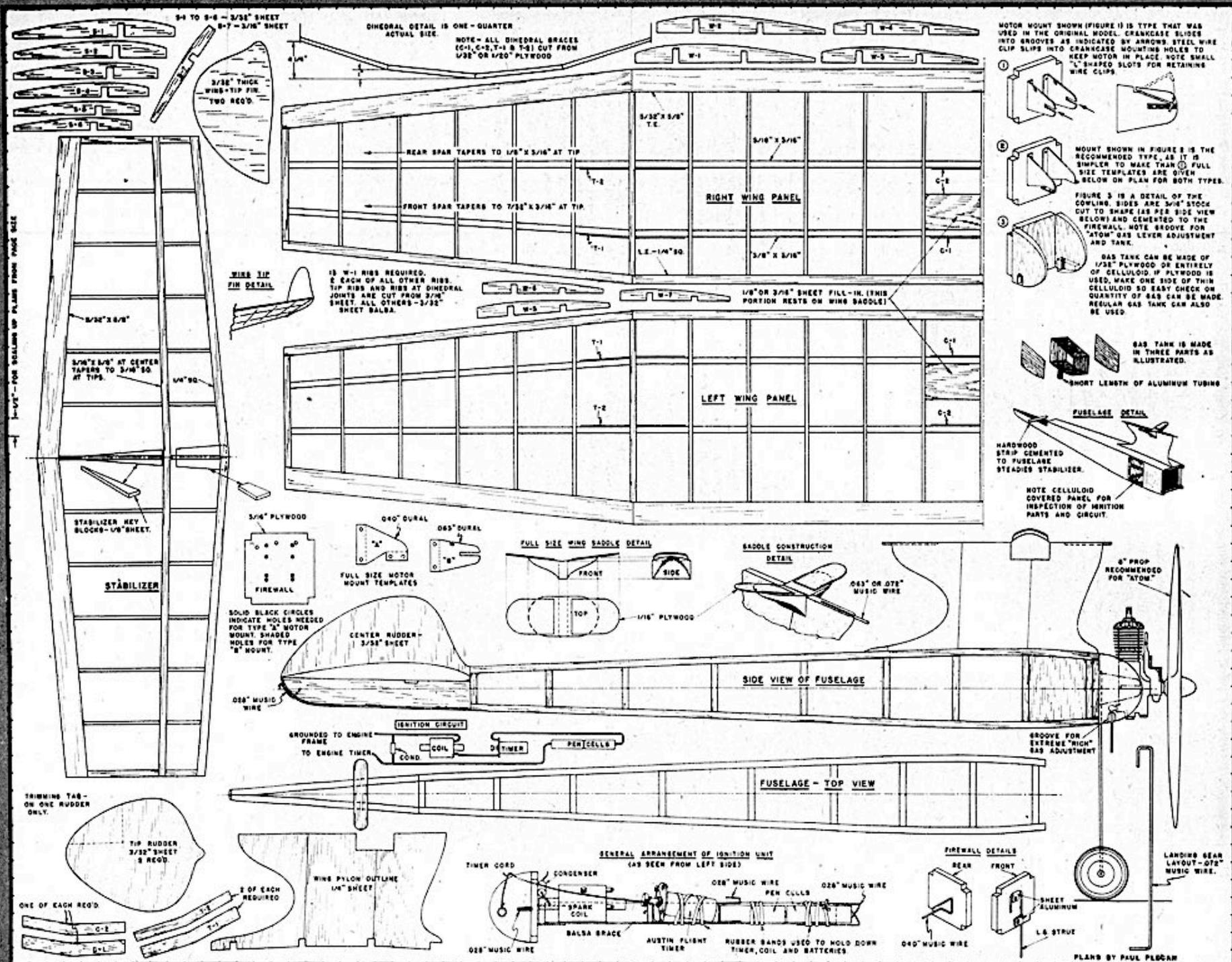
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1/8" Super Prop 1751	1.00
1/8" Super Prop 1752	1.00
1/8" Super Prop 1753	1.00
1/8" Super Prop 1754	1.00

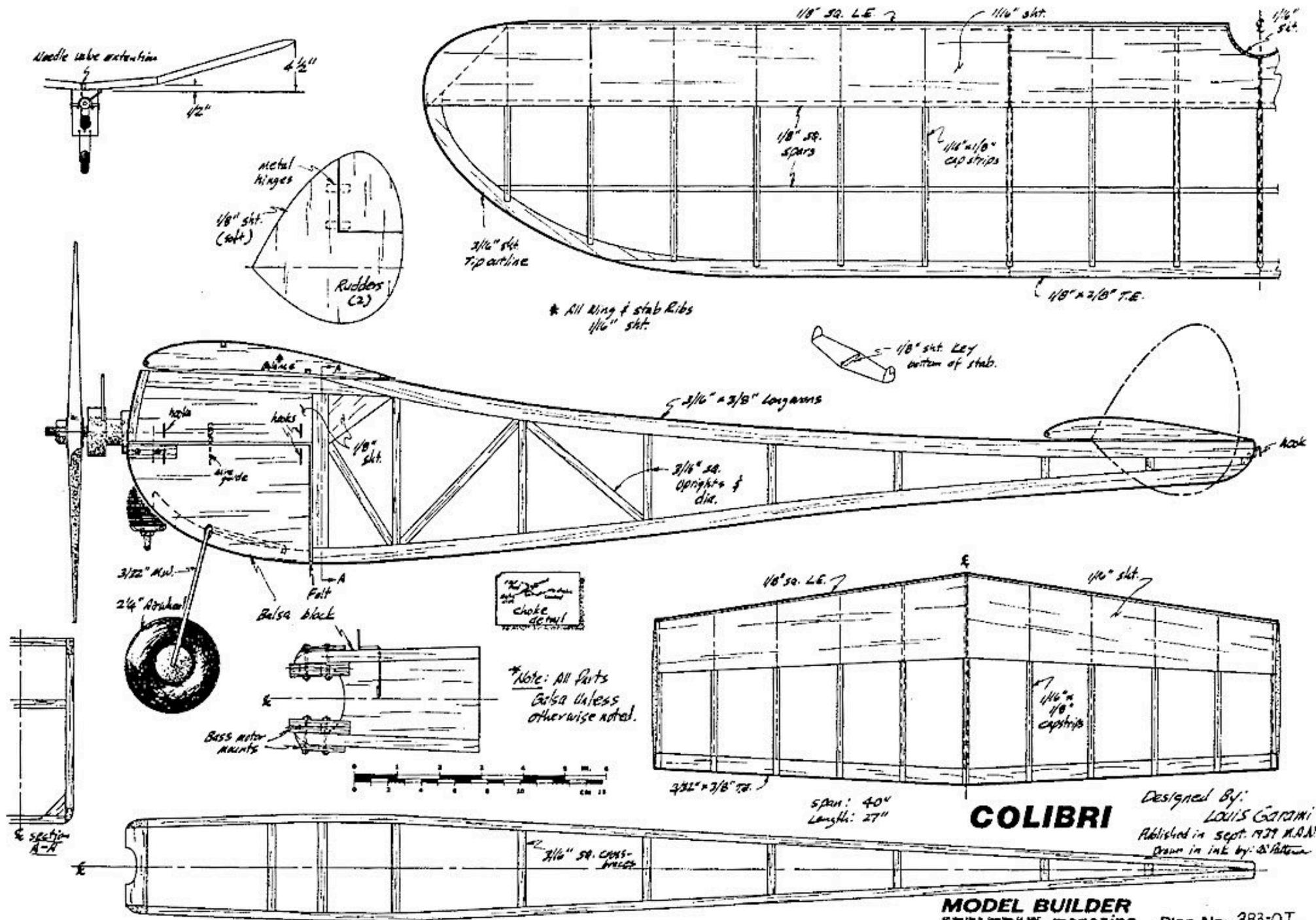
*Write with return address. Do not send cash. Add 25c for packing postage and container. Please check with jobber for latest prices. Money order or check preferred. Write for complete info for STRATO-STREAK, 40" span.



FULL-SIZE PLANS of this model may be obtained by sending ten cents to
AIR TRAILS FULL-SIZE PLANS, 79 Seventh Avenue, New York, N. Y.

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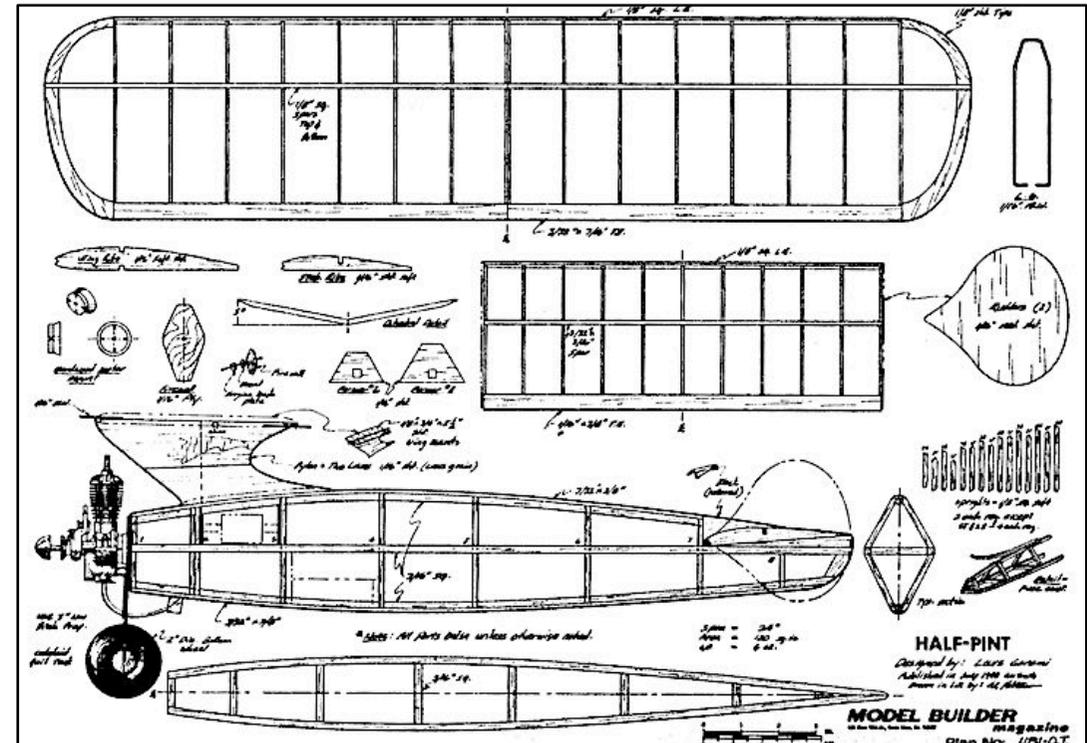
Garami's introduction to his Air Trails article:

"How high is up? How small is small? The Half-Pint is my conception of how small a gas model can be built and yet give satisfactory performance. This is the answer to the problem of tiny gas jobs weighing within the minimum required by the new Academy rules. Although this model cannot be entered in competition because it does not meet the weight requirement, based on the engine displacement, it is sure to give the builder many hours of fun and sport.

Because of its size, it never fails to be the center of attraction wherever it is shown and flown. It can be carried in a medium sized shopping bag, thus sparing the aéromodelist much embarrassment and explanation when he embarks on the journey to the corner lot which could well serve as an excellent flying field for this tiny model. Jeers and cheers from the neighborhood kids, truck drivers or dogs will become a thing of the past when you tuck the Half-Pint under your arm and set out for a day of real fun.

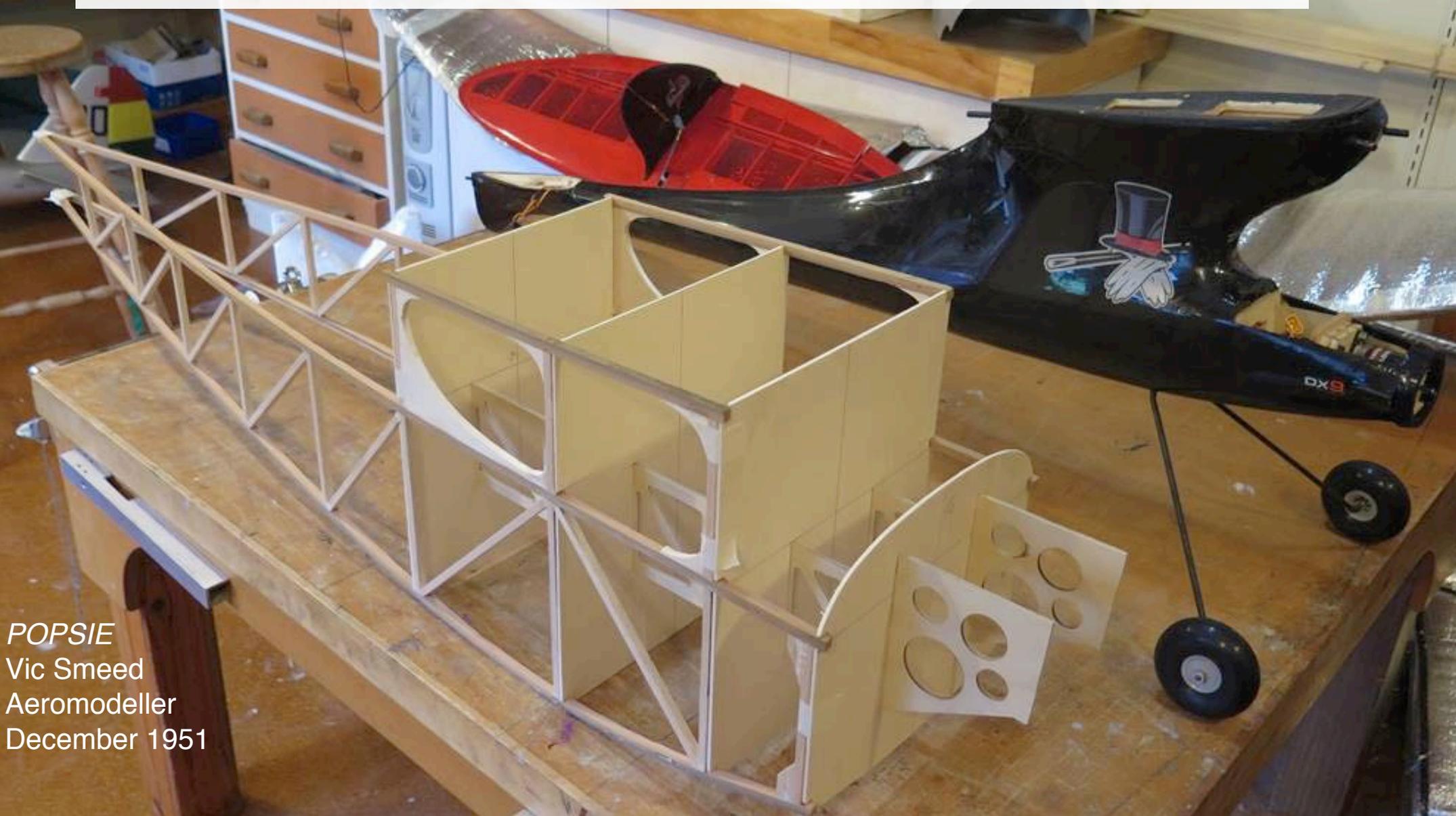
No more baggy pants or cramped legs from trying to get down to the level of your model on a muddy field. The Half Pint is held gently in one hand while the propeller is flipped with the other. There has been much talk of the sporting model flier - we have never seen one. Now with tiny power plants the size of the Atom and vest-pocket gas models like the Half Pint, the fashion-plate type of aéromodelist will be seen more frequently on the model field of battle,

The complete weight of this ship is 6 ounces; wing area, 120.square inches; wingspan, 24 inches."





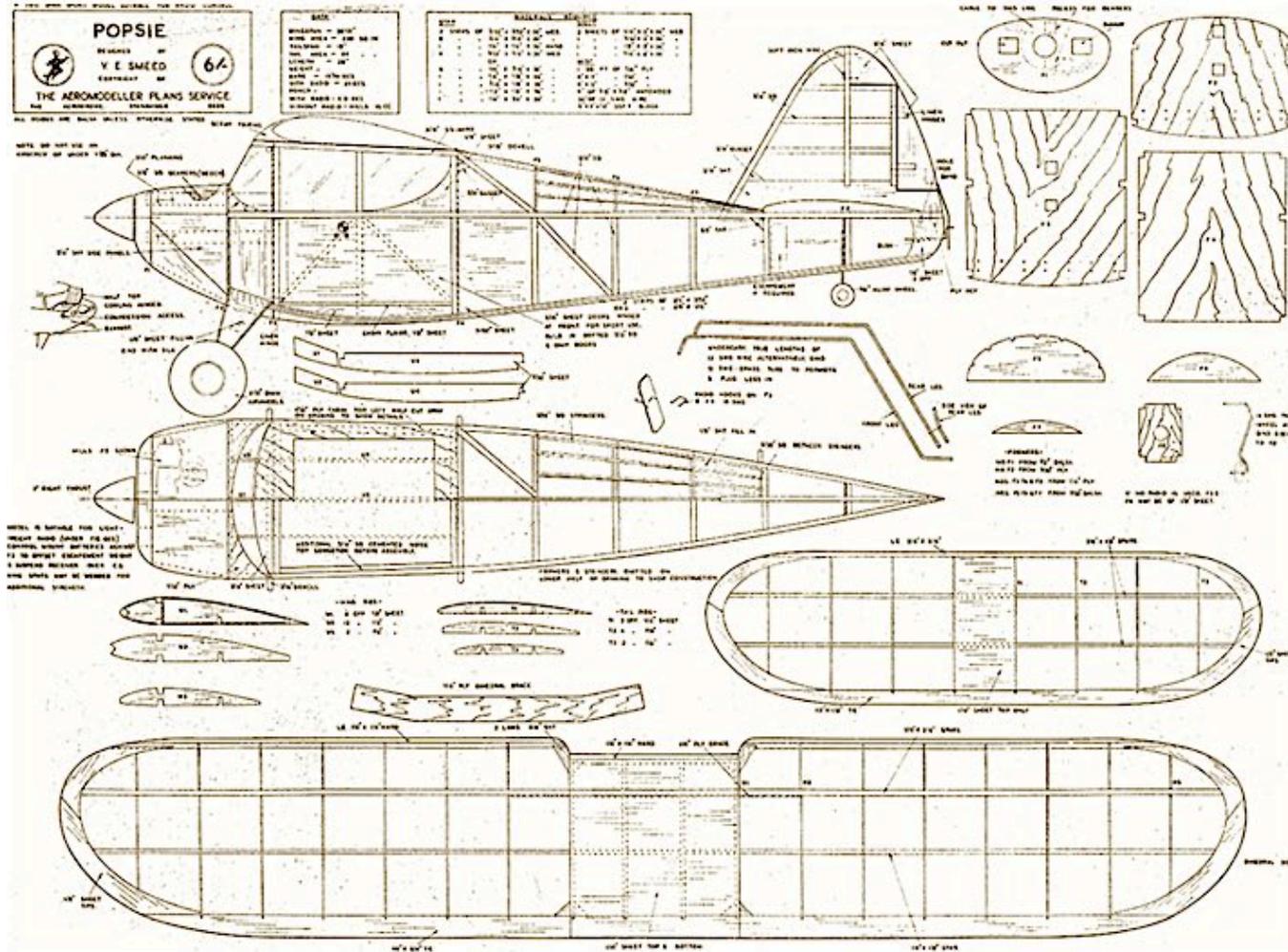
I wasn't going to start another model before Christmas, but then I kept looking at the plan I'd had enlarged, and there was this piece of spruce in the workshop, and the bigger motor out of the Slicker, and some lite-ply sheeting arrived ... and ... well, you know how it is. Well it was raining today, so what else could I do, the garden and house painting were out of the question. The *Slicker* is elegant, *Popsie* is just BIG (2.2x). A slight difference in frontal area! This is just a trial assembly before I start cutting lightening holes etc. The *Playboy* and *Jumpin' Bean* are next.



POPSIE
Vic Smeed
Aeromodeller
December 1951

A 38 1/2 inch SPAN MODEL FOR LIGHTWEIGHT RADIO CONTROL EQUALLY SUIT ABLE FOR SPORT FLYING BY VIC SMEED

The stubbornness of this little model is the result of an attempt to produce the smallest practicable model suitable for nonnal lightweight radio control, allowing as much radio space as possible. The prototype has not as yet flown under radio, having been used as a sport job, but it has been ballasted and subjected to every extreme of trim, etc., and has proved entirely satisfactory. The underlying idea behind every part of the design has been the ultimate installation of a set, and all the known desirable features for successful R/C models have been incorporated as far as possible. The following design points may be of interest to any builder who contemplates fitting this model with a radio outfit. A fourteen-ounce wing loading was considered the highest desirable for a small job; allowing 15 ozs. for the airframe and 7 1/2 ozs. for radio, this gives a wing area of approximately 1.6 sq. ft. The use of a fairly low aspect ratio enables a compact and sturdy wing of 38 1/2 ins. span to be employed. Because of the resulting large chord and the desirability of using a short moment arm for overall compactness and manoeuvrability, a 37 per cent. lifting tailplane is advisable and is therefore utilised. The fuselage is laid out to give ample cabin room and accessibility with adequate strength, and is of



sufficient width beneath the leading edge of the tailplane to permit the easy mounting of an escapement. This width ensures a firm tailplane seating. The

C.L.A. is low and sidemounting the motor enables a high thrust line to be employed as well as cleaning up the nose entry. The undercarriage is designed to absorb a vast amount of punishment and also to give trouble-free R.O.G. It is not necessary to hold the model off the ground for starting - an advantage, since the width of the fuselage makes a firm grip difficult. In fact, initial glides on inadequate power resulted in Popsie landing in quite long grass with the motor continuing to run. The rigging angles and sections used give similar climb and glide characteristics and speeds, and the rudder should be about equally effective in power on and off as under power, the wide body produces a blanketing effect on the slipstream. This blanketing gave a little

trouble on early flight tests with 7 in. airscrews, but this was overcome by using a slightly larger prop. Turns of 100 ft. diameter can be made in either direction without loss of height, and recovery from "unusual positions" is good. A Mills 75 c.c. was used for sport flying with the prototype and it is recommended that an ED. Bee is used for radio work.



A Classical Dixielander

Earlier this year, after looking at my Vintage fleet I decided that a Classical model was in order.

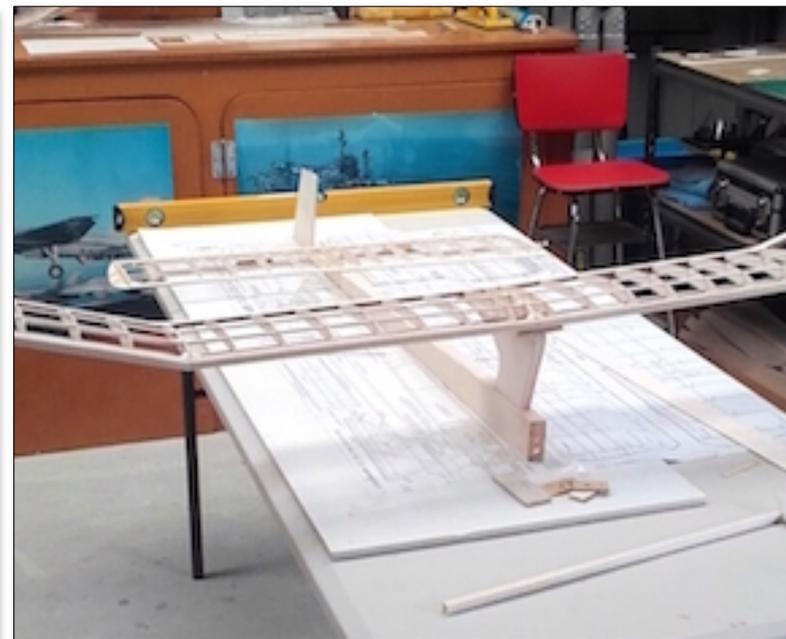
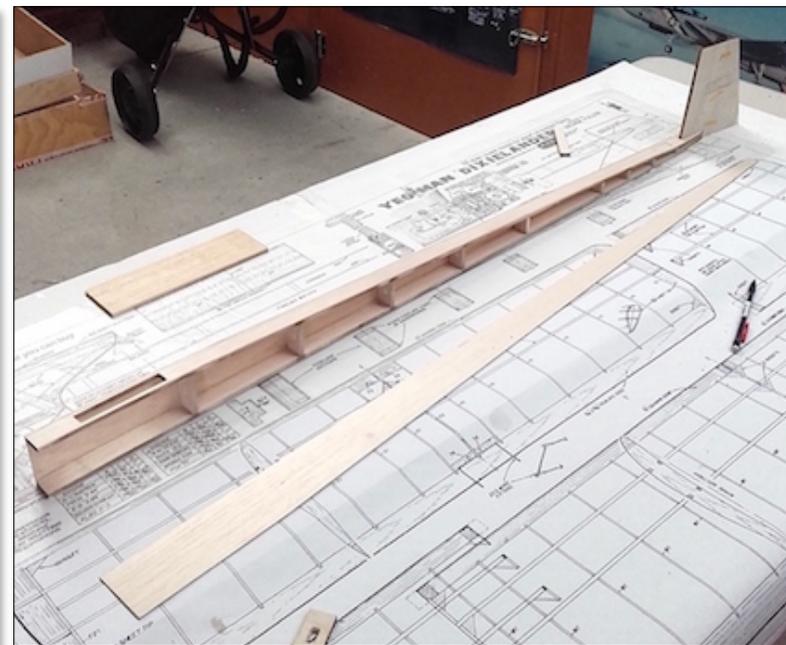
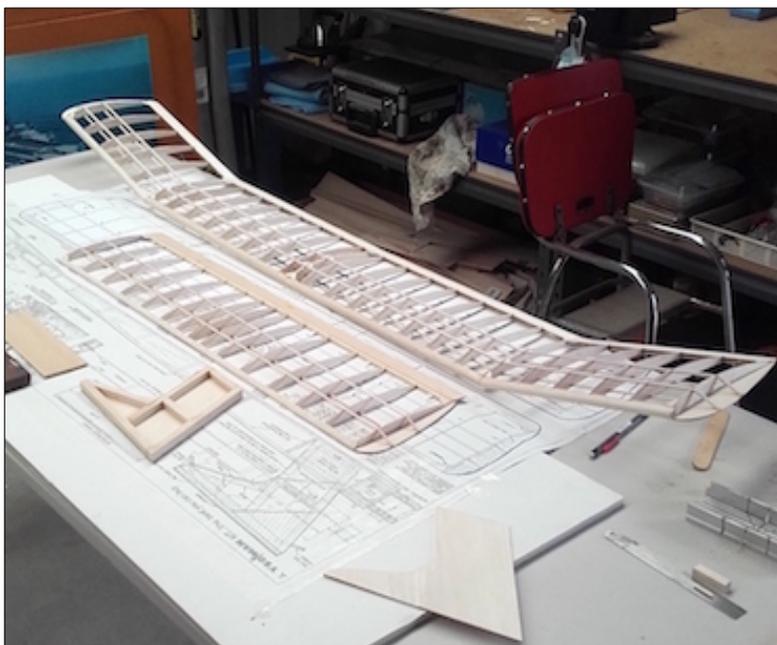
With work commitments getting in the way five days a week it leaves very little time for building, especially over the winter months. I settled on building a *Dixielander*, designed by George Fuller in 1959, simply because I liked the look of it and decided it would fulfil the role of competing in Classical Duration events.

Being away in Europe for the month of June, no building was going to be possible, so I engaged the services of Gwyn Averill of Avetek to do a short kit for me while I was away. Upon my return most of the hard work had been done such as all those under cambered ribs for example which made life considerably easier in the build department.

Being originally a free flight model I sought advice from Bernard Scott along the way as Bernard has already built one in the past. Along with completed wings and tail, presently I have the fuselage together and am now in the process of locating the ESC, battery and servos in the fuselage in order to get the CG correct. It's going to be a tight squeeze, so if I can master this the next project (*Jumpin' Bean*) should be a breeze. Next step is to make it 8 ounces per square foot compliant which may require a bit more wizardry.

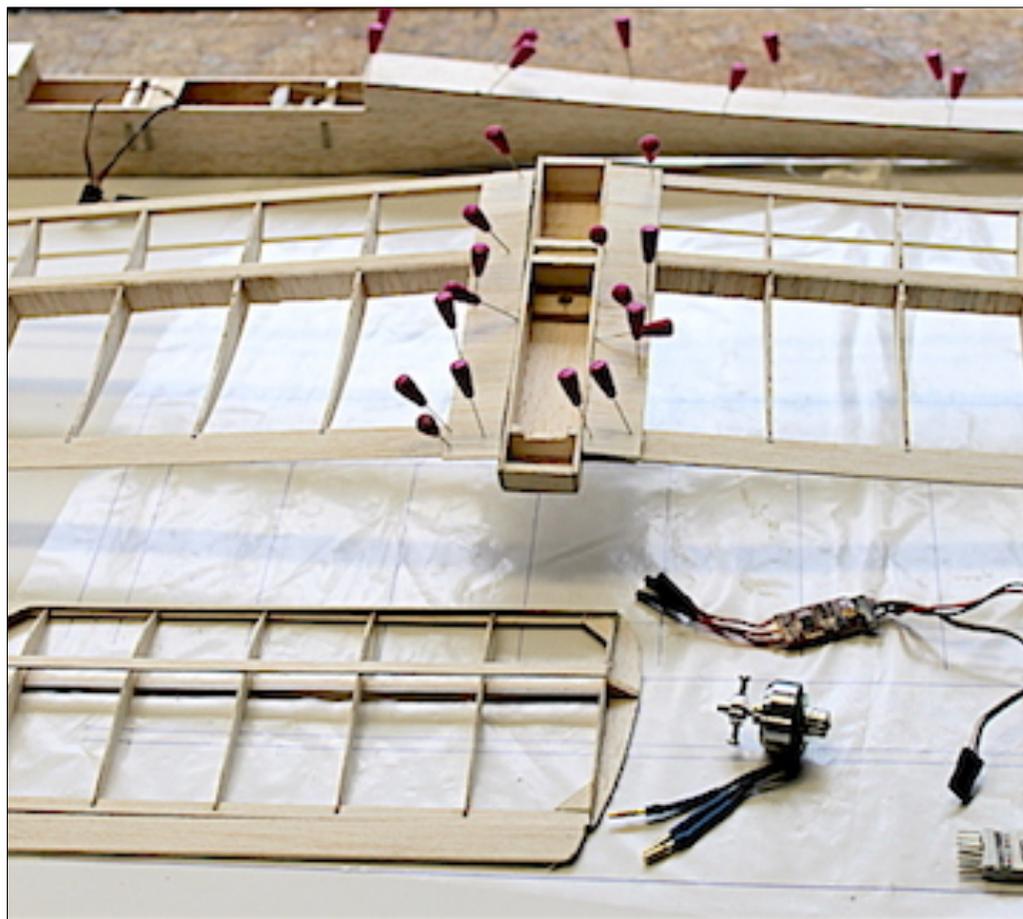
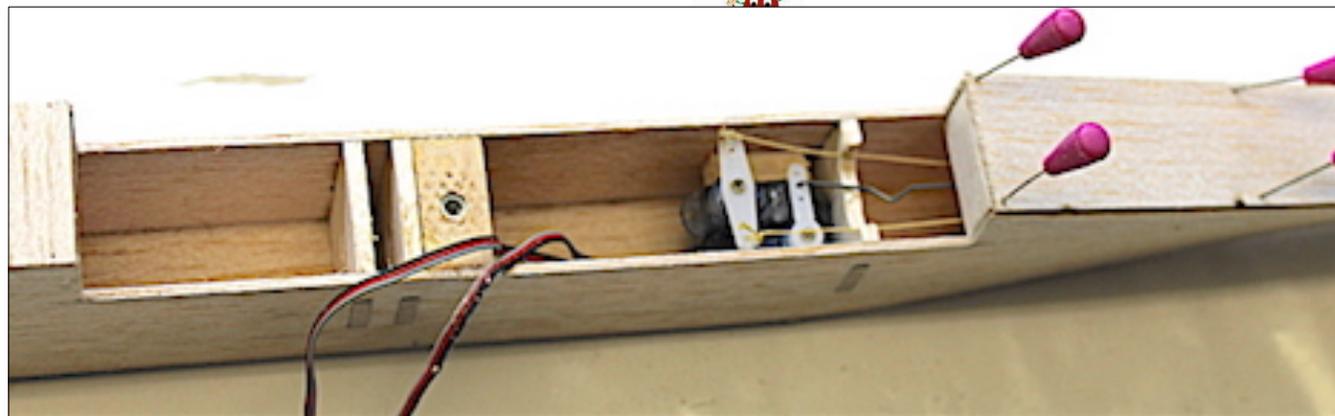
Hopefully it will be in the air for the Tuakau event in November,

Dave Crook





The *Jumpin' Bean* has been built and flown. I fitted a bell type motor weighing 26gms and used a 2S 300mah battery. Trouble is, even when using Solarfilm because I didn't need to save weight, the end result weighs in at just 5.76 ounces. It will break my heart to put 6 ounces of lead on the CG. Is that really what people are doing?



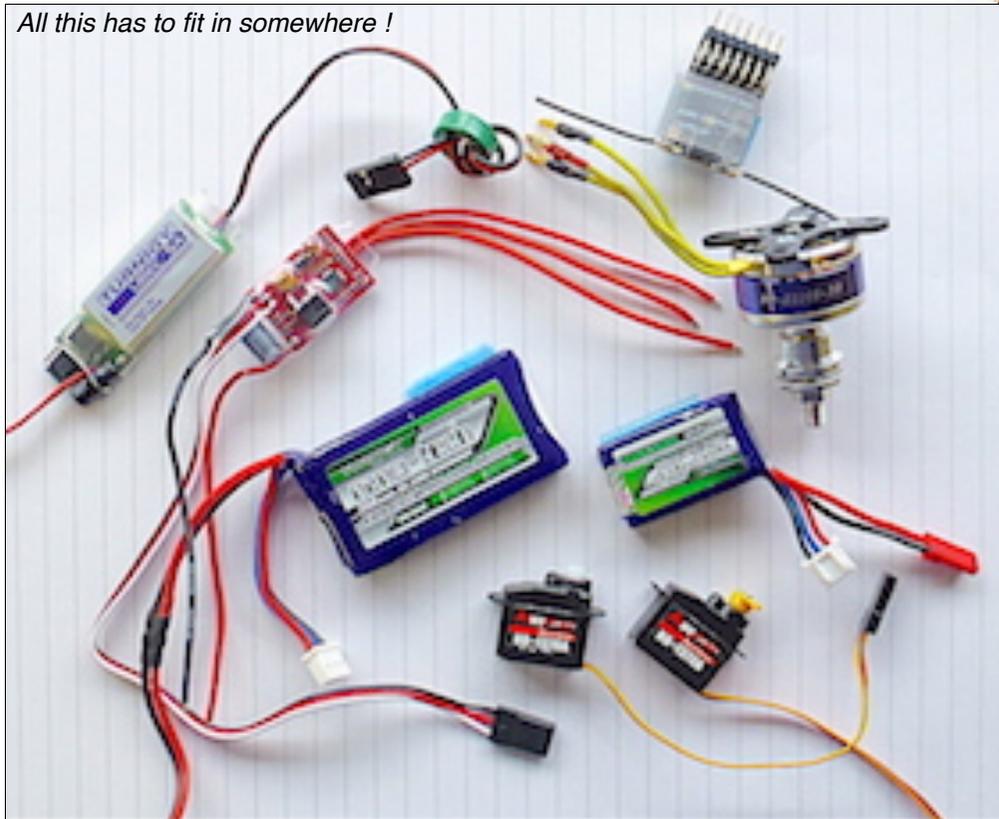


A lot of time was spent trying to work out an assembly sequence that would avoid having to make alterations to completed work, but there were so many considerations that I just started with the obvious and accepted that later changes might be needed.



Fuselage sides were held together at the rear, then front rectangular formers were positioned, but not glued yet, so that the fuselage could be aligned and the motor mount fixed in place. When the three triangular rear-most formers were added and the bottom of the fuse sides in this section glued together, the fuselage became rigid enough to start work on installing RC components.

All this has to fit in somewhere !

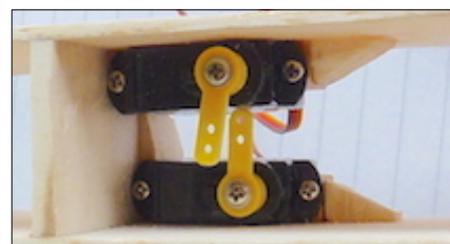


BEC: Turnigy 5A ESC: Turnigy Plush 12S-E Motor: Hyperion Z-2205-38 Receiver: Lemon
Motor Battery: Nano-Tech 350mAH Rx Battery: Nano-Tech 180 mAH Servos: Power HD-1370 A

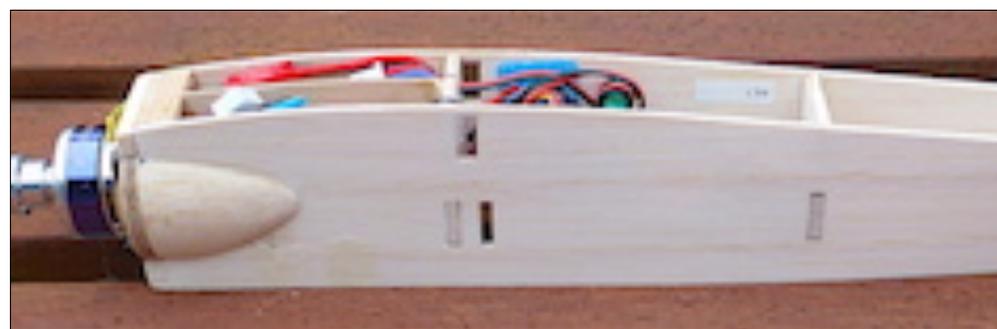
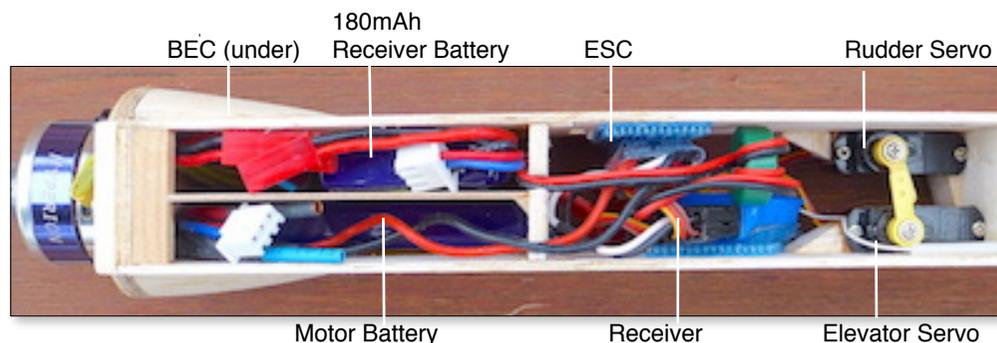
F2 was removed and the space between the firewall and F3 was divided by thin ply into two compartments, one for the motor battery and the other for the receiver battery and BEC. The motor mount extends beyond the firewall sides, so a larger ply ring was added - this modification is shown on the plan for mounting Cox engines.



A cross-piece of hardwood was added behind the firewall as an attachment point for an access panel, though the mechanics of this have yet to be worked out.

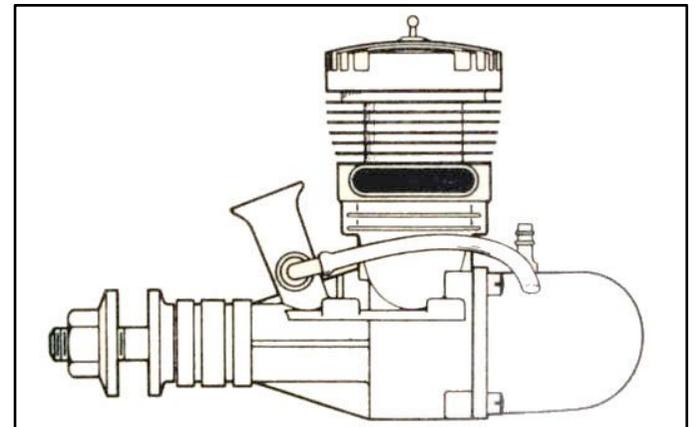
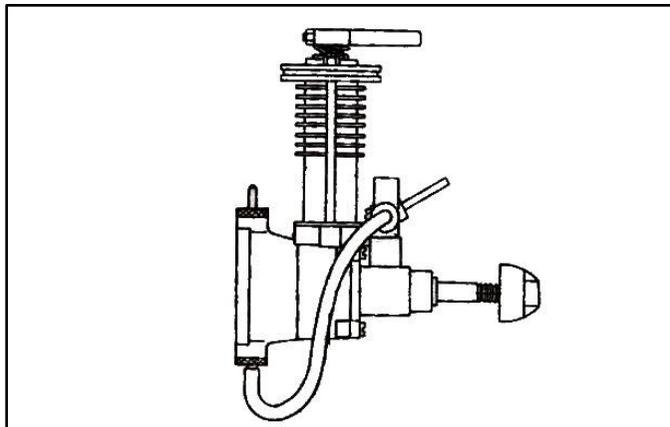
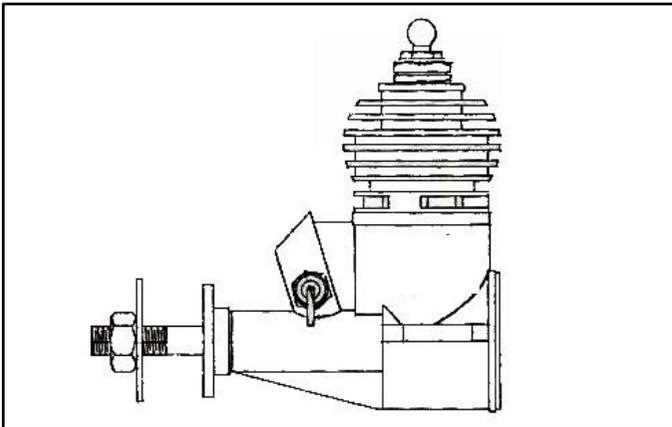
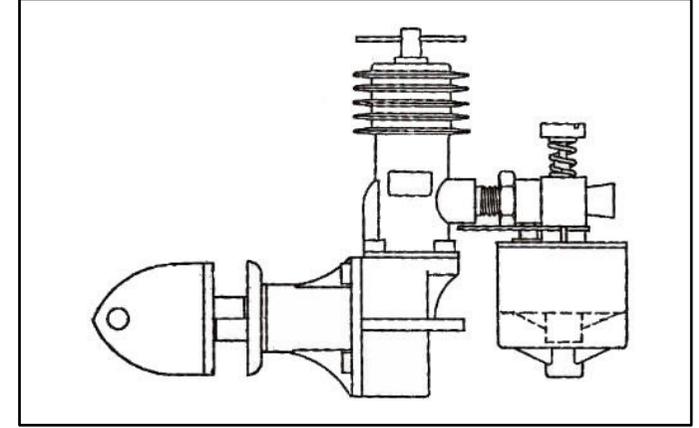
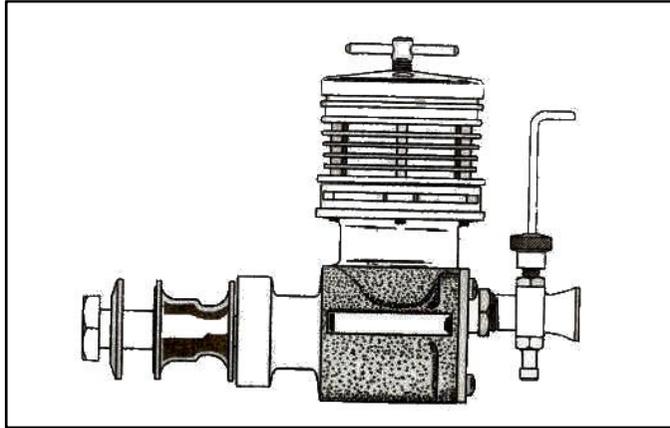
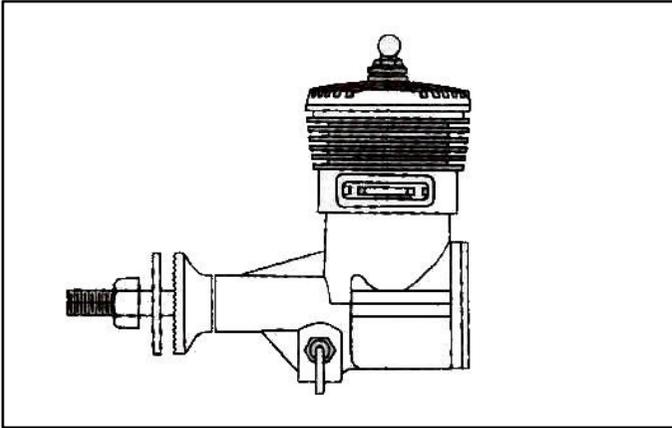
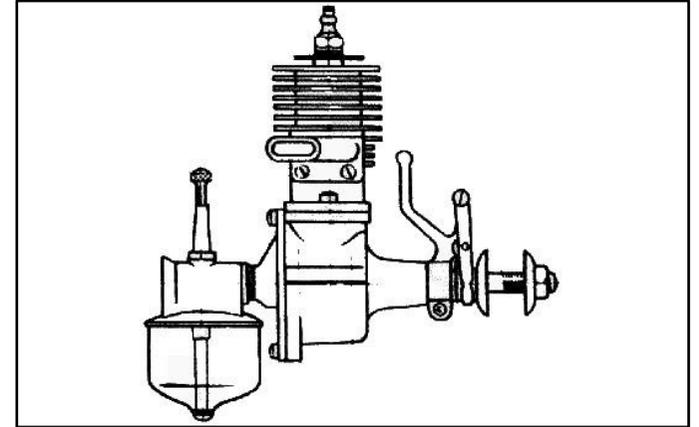
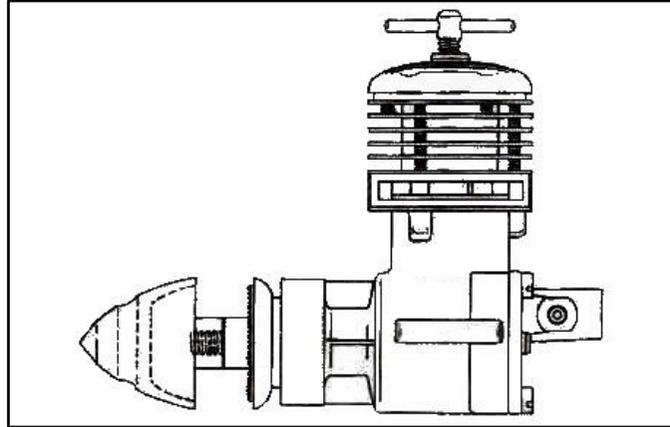
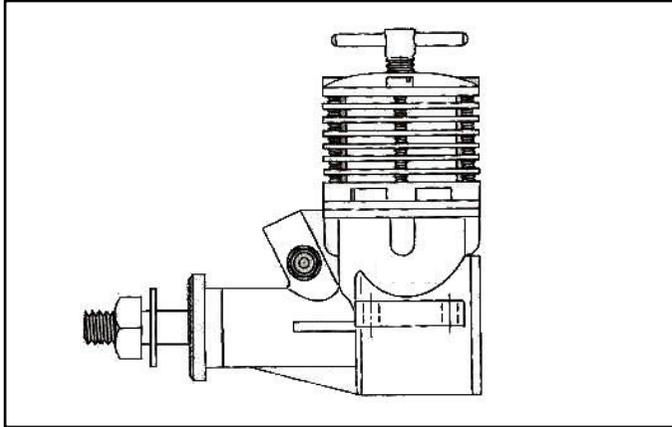


The two servos are mounted against F5. I initially intended to fix them with double sided tape, but the narrow fuse would have made removal difficult, so spruce mounts were used. They are staggered so both control cables will go down the centre of the fuselage.

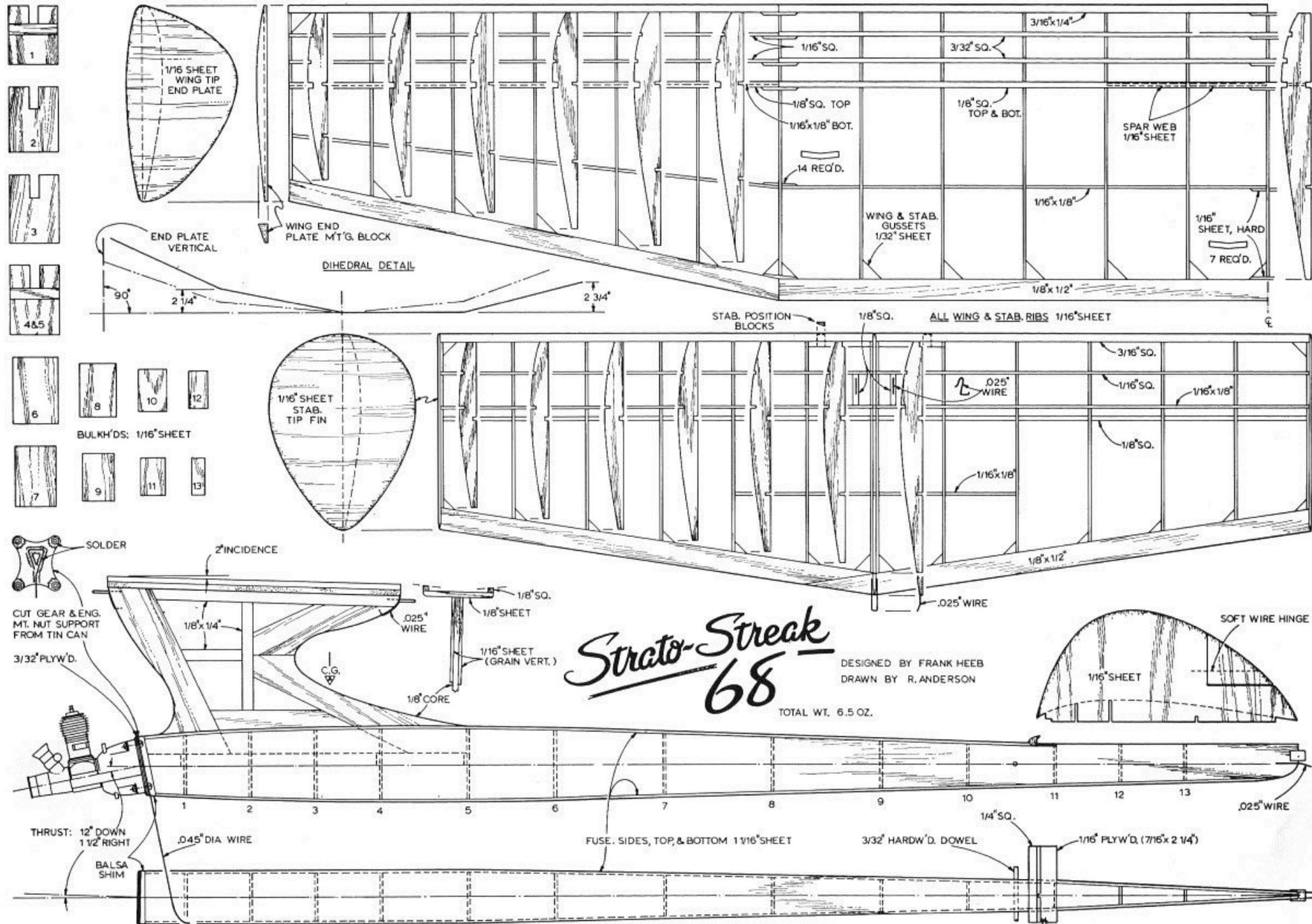


ENGINE IDENTIFICATION CHALLENGE

Three engines have had names on their crankcases concealed.
Answers are on the Miscellaneous page



If you like the *Strato Streak* name, you can also have it in Classical mode with the *Strato Streak 68* from, unsurprisingly, 1968. In view of the original's performance, Frank Heeb's claim of twice the "relative performance" would make this re-work of the design very potent indeed. Whether the modifications to the original were enough to bring this about is unknown, for a '68 has yet to be seen in action. Perhaps one for the builder who can't tolerate too much change?





PROJECT UPDATES

DMITRI ZOTOV

Initial glides of Yogi were bricklike, so I removed 4 oz of lead from the nose. The CG is now an inch behind that on the drawing, but it glides very nicely, so what the heck - run engine to medium power and give it a biff. (Technically known as a Hand Launch).

It went up just like the descriptions from Model Flying in 1943 - fairly level as it picks up speed, then nosing up to a moderate angle in the climb. Beautifully steady - full rudder (twin fins) gives a wide sweeping turn. Into the glide, it responds to thermals nicely, and has a stable response to pitch changes. Colonel Bowden would have approved. The CG on the plan was way conservative. I could probably pull out the last two ounces of ballast from the nose.

The first flight was 15 minutes with lots of lift around, and a monster downdraught too! It really was most pleasing. With a bit of surgery to move the engine forward, and extra light wood to reduce the weight of the rear pylon fairing, I could probably take another three ounces off, but I may not bother - the extra weight comes in handy in wind, and as Fiji is right in the Southeast Trades, if you don't fly in wind, you don't fly much!

So, as you'll gather, I'm glad I finally got this one off my to-do list. It should see a lot of flying - I put it in the same category as my Tomboy.

Best regards, Dmitri.



ALLAN KNOX

I flew the Cub again this morning at Trentham before the Range closed. I had three club mates out there too, so put in 3 timed flights to improve my Leader Board score. Cub now has CG forward to 28% and is transformed into a well behaved little model even if she does feel a little nose heavy on the glide. I think I'll nudge back to 30%.

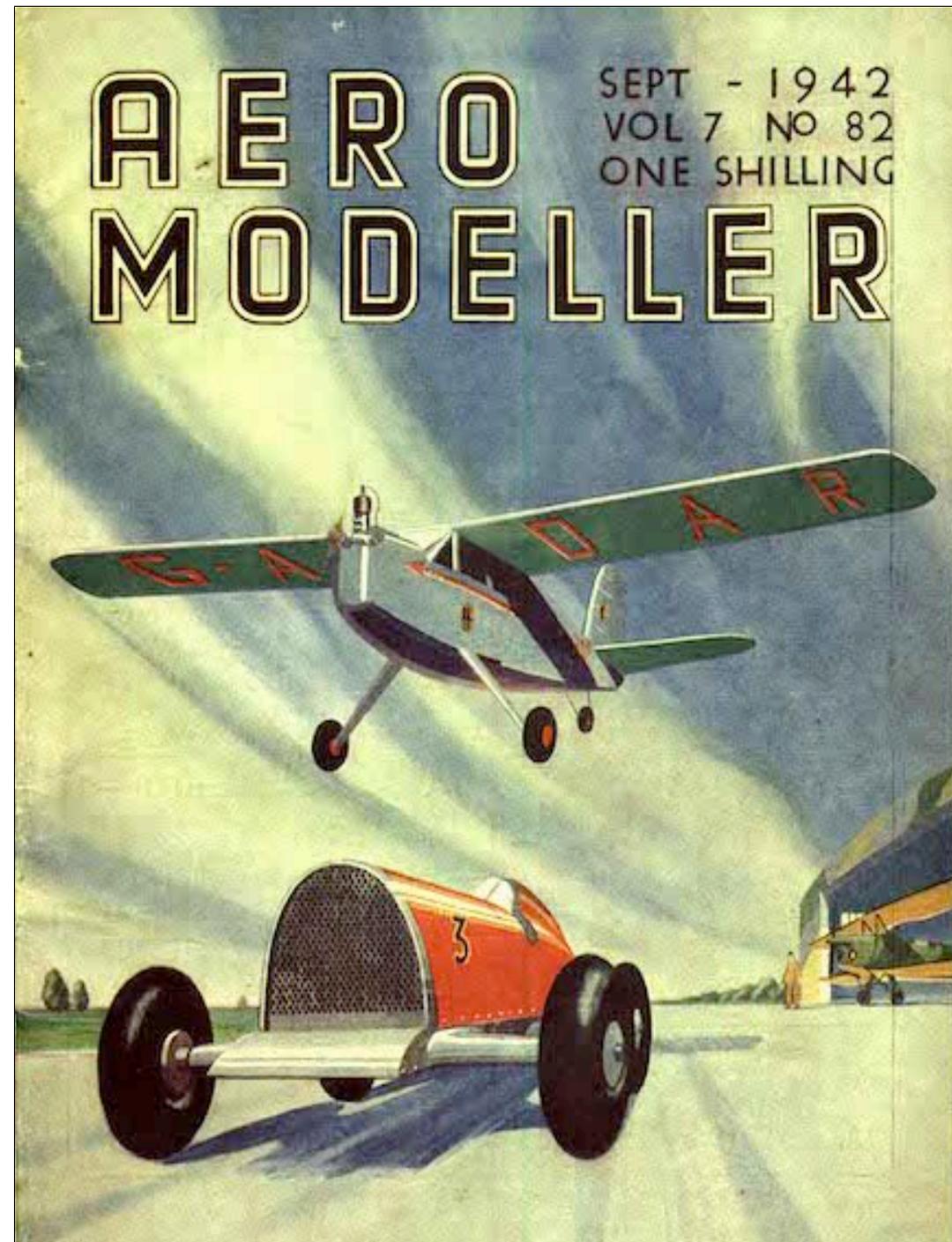
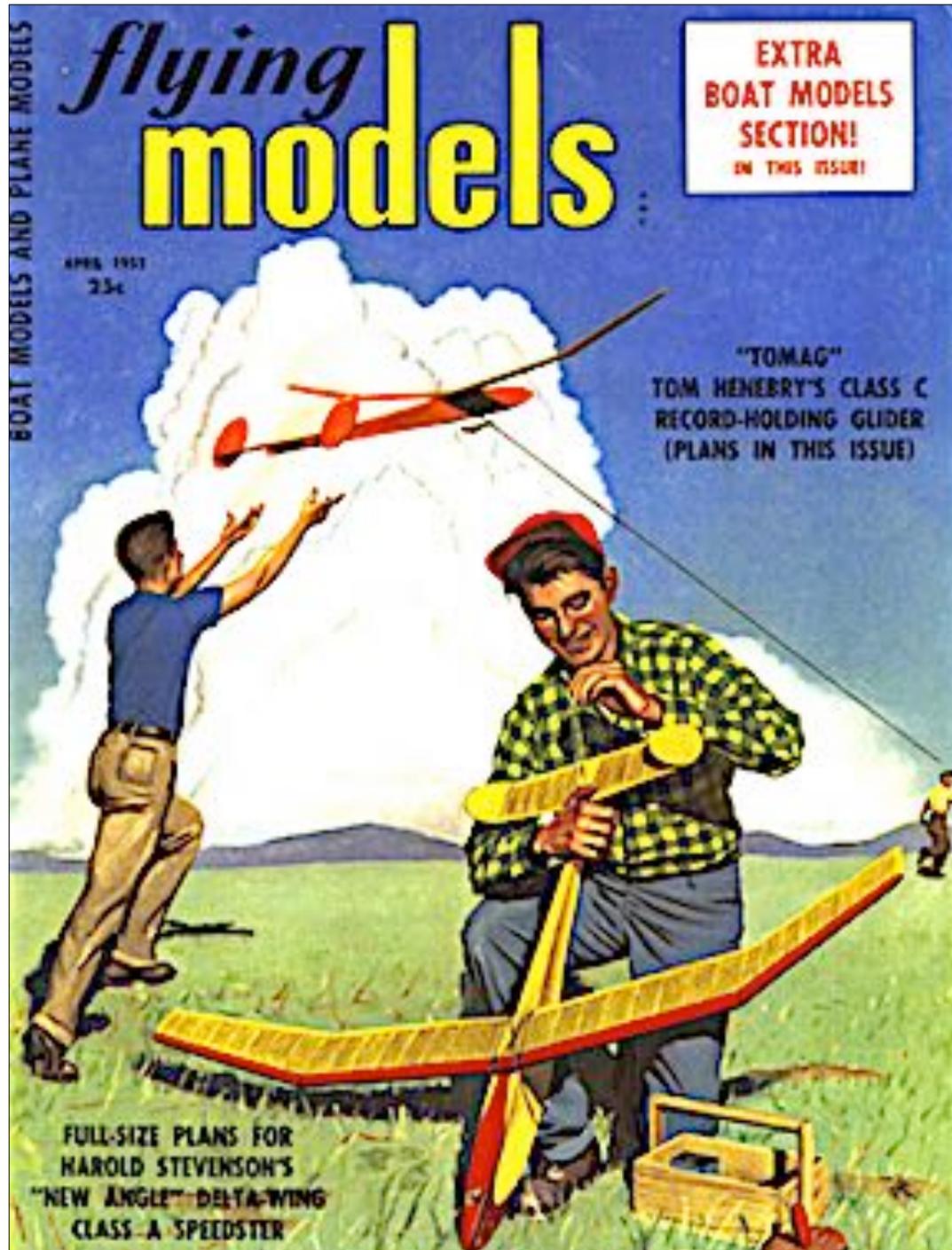
The morning was nasty, cloudy and turbulent. After an initial check flight and a wheel reattached with a rubber band I tanked her up away we went. Long slow climb to good altitude with the Cox running out about 6 minutes. The glide wasn't great though, and surprisingly fast. Faster than on power. This was the pattern for the three flights. Just missed the maxes - but still a much better score than I ever got with the Chilton.

Flight1; 7 min 44 seconds landing 20 plus 120= 584
Flight 2; 8 min 26 seconds Land zero plus 120 = 600
Flight 3; 7 min 47 seconds Landing 20 plus 120 = 587
Total = 1771 points

I'm well pleased, *Allan.*



COVER STORIES





*Axel had effortlessly gained his Bronze and Silver Wings badges, but, in this final trial for the coveted Golden Wings badge, an arrow of doubt had pierced his usually doughty constitution
was his propellor big enough ?*



After a short run down the hill, Hendrich released his model. After twenty-eight failures, surely this one must fly?

"Fliegen meine Schönheit" he whispered hopefully as A2-29 rose into the gentle breeze.

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	Rally Oct	600
10 Doug Baunton	Miss Arpiem	Rally Sept	600

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 Stuart Grant	Playboy	NDC 109	773
6 Gordon Meads	Playboy Senior	Rally Oct	771
7 Rex Anderson	Playboy	Nationals	721
8 David Gush	Miss Fortune X	Tuakau	663
9 Stewart Cox	Playboy	Nationals	636
10 Brian Treloar	Airborne	NDC 108	608

Vintage E Duration *2014 B.Harris 1512*

1 Allan Knox	Scram	NDC 109	1174
2 Brian Harris	Bomber	Rally Oct	952
3 Tony Gribble	Stardust Special	Rally Sept	940
4 Don Mossop	Playboy	Nationals	924
5 Bernard Scott	RC-1	Nationals	915
6 John Butcher	Miss Fortune X	Nationals	902
7 Keith Trillo	Stardust Special	Champs	901
8 Stuart Lightfoot	New Ruler	Rally Sept	899
9 John Warner	Playboy	Nationals	870
10 Rex Anderson	Anderson Pylon	Nationals	833

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 Stuart Grant	Skipper	NDC 112	1352
7 Allan Knox	Skipper	NDC 112	1333
8 John Selby	Playboy	Nationals	126
9 Charles Warren	Bomber	Rally Sept	472
10 Martin Evans	Miss Philadelphia IV	Champs	239

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

1 Keith Trillo	Stardust Special	Nationals	1480 + 1708
2 Bernard Scott	Bombshell	Nationals	1480 + 1325
3 John Butcher	Miss Fortune X	Rally Oct	1480 + 1278
4 Tony Gribble	Benny Boxcar	Rally Oct	1480 + 1253
5 Rex Anderson	Tomboy	Nationals	1480 + 1235
6 Wayne Cartwright	Arrow Nut	Champs	1480 + 1163
7 Dave Crook	Playboy	Nationals	1480 + 933
8 Stuart Grant	Simplex	NDC 113	1480 + 369
9 David Gush	?	Rally Oct	1456
10 Bryan Spenser	Slicker	Rally Sept	1422

Vintage A Texaco *2016 A.Knox 3169*

1 Allan Knox	Lancer	Nationals	1860 + 1309
2 John Butcher	RC-1	Nationals	1860 + 1261
3 Bernard Scott	Simplex	Rally Oct	1860 + 712
4 Charles Warren	So Long	Nationals	1860 + 755
5 Allan Baker	Scorpion	Nationals	1852
6 Ian Munroe	Simplex	Nationals	1849
7 Bryan Treloar	Airborne	Nationals	1840
8 Rex Anderson	Cloud Snooper	Nationals	1698
9 Graham Main	Simplex	Nationals	1521
10 John Selby	Turner Special	Nationals	836

Vintage E Texaco *2012 W.Cartwright 3325*

1 Tony Gribble	?	Rally Oct	1860 + 1050
2 Keith Trillo	Stardust Special	Champs	1860 + 694
3 Wayne Cartwright	Cruiser	Champs	1860 + 573
4 David Crook	Bomber	Nationals	1860 + 550
5 Rex Anderson	Kerswap	Champs	1860 + 369
6 John Butcher	Miss Fortune X	Champs	1855
7 Allan Knox	5-Foot Gas	NDC 107	1853
8 Doug Baunton	PB-2	Champs	1698
9 Rex Anderson	Kerswap	Nationals	1651
10 Bernard Scott	Bombshell	Champs	1616

Vintage E Rubber Texaco *2016 J.Butcher 3117*

1 John Butcher	Golliwock	Tuakau	1860 + 1257
2 Keith Trillo	Yonder	Rally Sept	1860 + 1065
3 Wayne Cartwright	Lanzo D	Rally Sept	1860 + 1047
4 Doug Baunton	JA Skokie	Champs	1600
5 John Danks	Ascender	Rally Sept	1240
6 David Gush		Rally Oct	937

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	NDC 118	1619
4 Ian Munroe	TD-Coupe	NDC 118	1125
5 John Selby	Turner Special	Nationals	575

Classical Precision *2016 B.Harris 598*

1 Brian Harris	Humbug	Champs	598
2 David Gush	Tyro Major	Rally Sept	589
3 Graham Main	Gigi	Tuakau	581
4= John Butcher	?	Rally Oct	578
4= Stuart Lightfoot	Humbug	Rally Oct	578
6 Don Mossop	Madcap	Nationals	563
7 David Thornley	Satellite 1000	Rally Oct	559
8 Bernard Scott	Frisco Kid	Champs	550
9 John Warner	Spook	Nationals	343

Classical IC Duration *2014 D.Thornley 1103*

1 David Thornley	Satellite 1000	Rally Sept	834
2 Bernard Scott	Raider	Champs	797
3 David Gush	Tyro Major	Rally Sept	589

Classical E Duration *2014 B.Harris 1217*

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

Classical 1/2E Duration

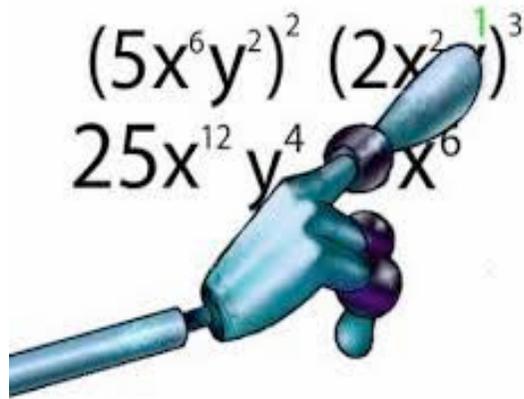
Tomboy IC *2015 R.Anderson 1432*

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 Angus MacDonald	180.2S	Rally Oct	1447
3 Dave Crook	180.2S	Rally Sept	1253
4 Graham Main	180.2S	Champs	942
5 Bryan Spenser	180.2S	Rally Oct	811
5 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

Vintage Rubber *W.McGarvey, A.Koerbin* **540**
 1 Bill McGarvey ? NDC 78 180

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 **Dave Jackson Kerswap NDC 110 200**
 4 John Butcher Kerswap Nationals 164
 5 **Lyn Rodway Playboy Snr NDC 110 126**
 6 **Stewart Morse Thermal Thumber NDC 110**

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

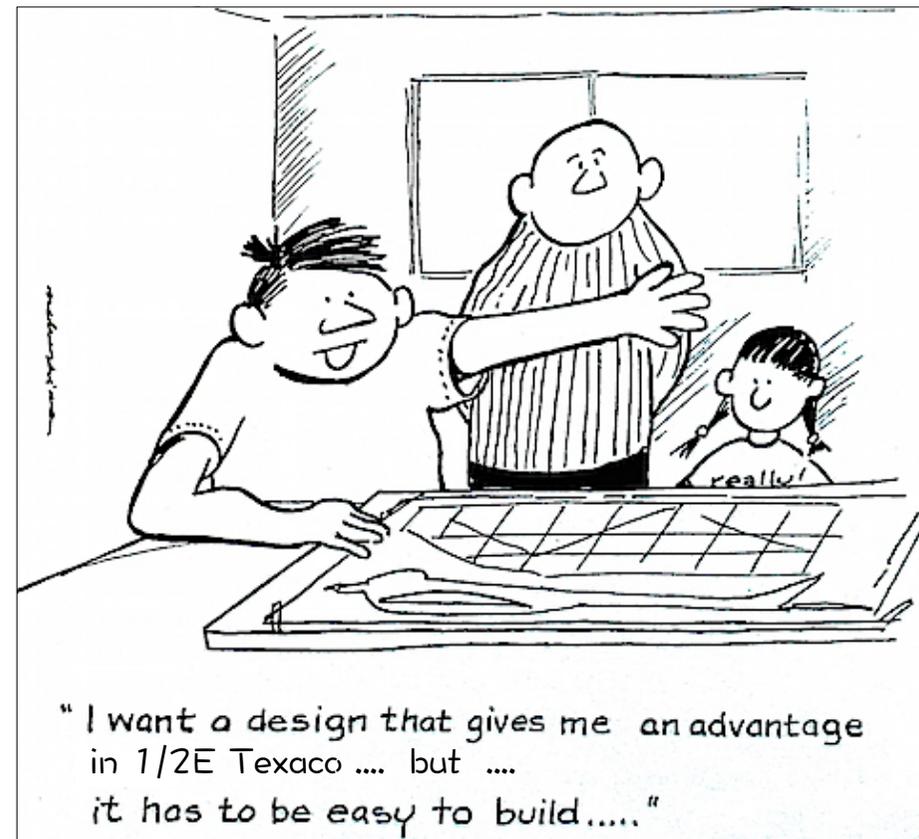
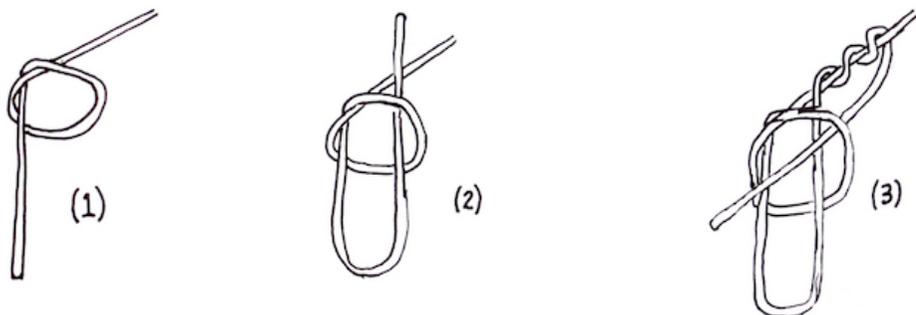
Nostalgia Glider *2015 M.Evans* **470**
 1 Stewart Cox Mad's Dream Nationals 398
 2 Bernard Scott Aiglet Nationals 322
 3 Rex Anderson Sans Egal Nationals 295
 4 Bruce Bonner Inchworm NDC 100 256

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**

Tying knots in monofilament



ENGINE IDENTIFICATION ANSWERS

Top: AM25 Mk2 (or AM35) ED Racer Mk.2 Rocket Victor 1946
 Middle: DC 350 Glow Miles Special 5cc Mk.1 ED Comp. Special
 Bottom: Albon Arrow 1.5 glow Frog 100 Mk.1 OS 29 Twin Stack

How did you rate ?

1-3 = Golfer 4-6 = RC Aeromodeller 7-8 = FF Aeromodeller 9 = Chris Murphy



Tired of the power struggles in your flying Organisation ?

Here's a couple of alternatives





Free Flight Notices

TAURANGA OPEN FREE FLIGHT

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

\$10 entry covers 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