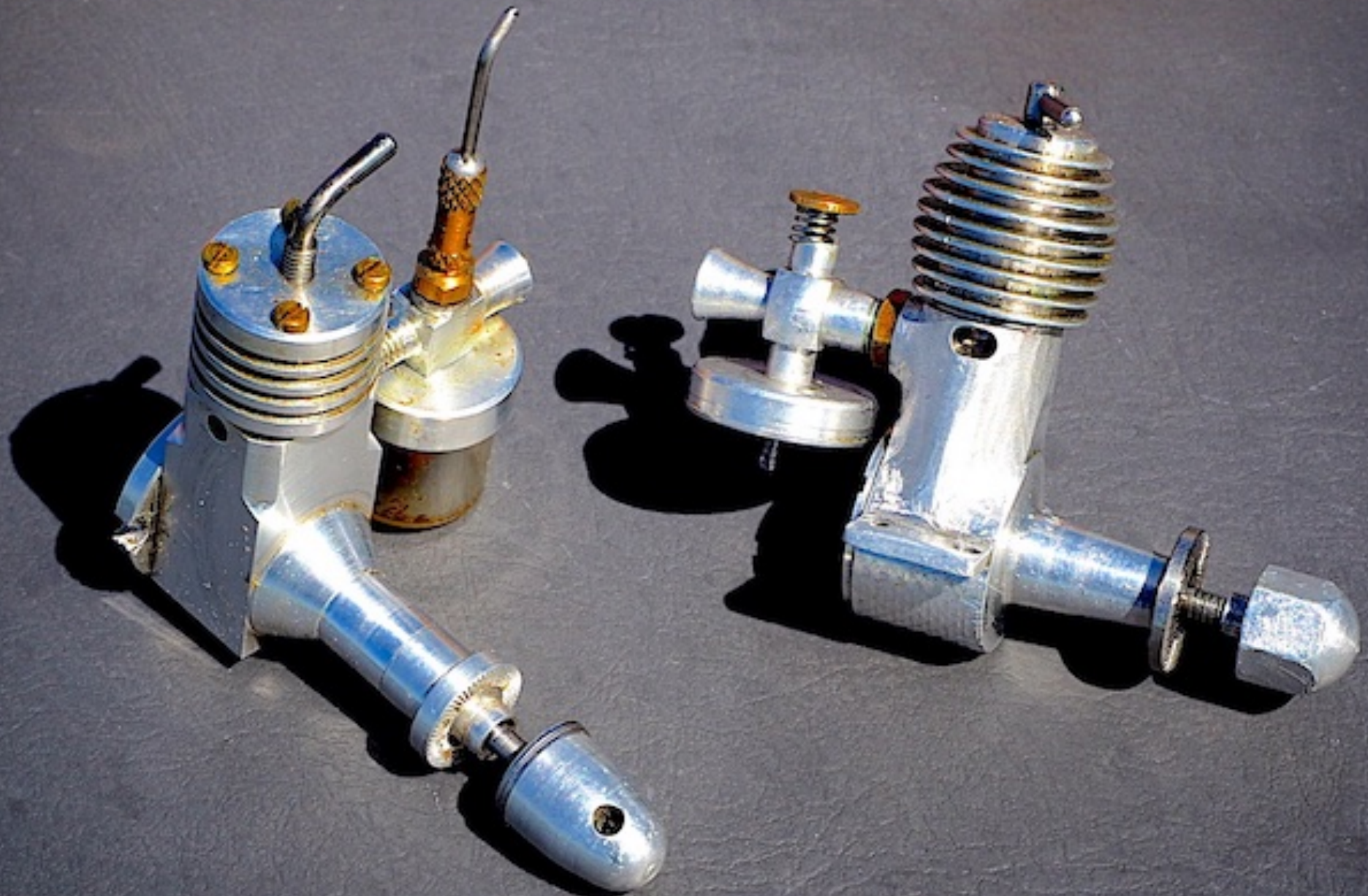


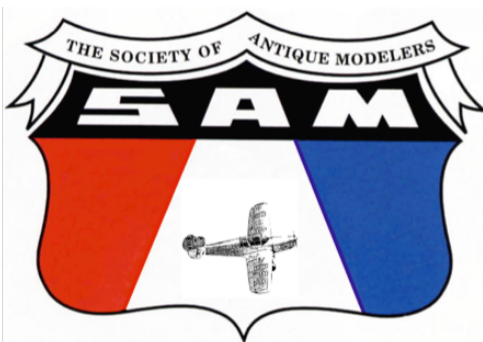
AVANZ



NEWS

Newsletter of the Vintage Special Interest Group of Model Flying New Zealand #170





MFNZ Vintage SIG: Remit and Voting Paper for Changes in the Rules of the E Texaco Classes

Introduction

1. The Vintage SIG Committee has developed a proposal for changes in the flying rules of RC Vintage 1/2E Texaco, RC Classical 1/2E Texaco, RC Vintage E Rubber Texaco, RC Vintage E Texaco, and RC Classical E-Texaco.
2. A draft of the proposal has been received favourably by a large majority of active fliers in the E-Texaco classes.
3. The proposal is now recommended to members of the SIG for adoption by a majority vote of at least 75%. Votes should be returned by using the Voting Paper and instructions provided below.

Effect of the Proposed Changes

The proposal removes from all five E Texaco classes the current rules that specify rounds with maxes and fly-offs, and substitute a rule that specifies two unlimited flights, both counting. In effect, the Temporary Rule for E Rubber Texaco that was trialled successfully at the 2019 Nationals is now proposed for all five classes.

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Continued ...

*On the Cover: Home-made engines, seen at the Nationals
Logo: De Havilland Mew Gull - see Miscellaneous page*

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TREASURER AVANZ PLANS AVANZ News

Rationale

Across all the E Texaco classes, under the current rules many models can achieve flight times higher than the maximums specified for rounds. The better models do this frequently, so that contest results are often decided by a single unlimited fly-off score after maxing-out in rounds that are essentially redundant. The Committee considers that this situation is unsatisfactory. From the many possible approaches to addressing this situation, the Committee recommends this change because:

1. The rule is simple. There are no rules for rounds, maximums or fly-offs. The rule applies in the same way to all E Texaco classes.
2. Each of the two flights is aimed at achieving best performance. In practice, this approach to every flight is satisfying and enjoyable because there is no maximum that would limit it.
3. The rules for models and batteries are unchanged.
4. The rule is firmly in the spirit of Texaco.
5. It is likely that the average elapsed time for a flyer to complete contest flights would be reduced.

An objection to the proposal may be that results become dependent on flyers finding and using lift and that some flights may be too lengthy. The response would be that this is already the situation whenever fly-offs are taken and it is accepted because thermal flying is the essence of Texaco events.

Remit

In each of Rules 5.4.9, 5.5.9, and 5.6.10 replace the present wording with:

Score is aggregate of 2 unlimited flights, each scored as one point per second with age bonus and landing bonus added.

and

In each of Rules 5.7.10, and 5.8.10 replace the present wording with:

Score is aggregate of 2 unlimited flights, each scored as one point per second.

and

In each of the Rules 5.4.10, 5.5.10, 5.6.11, 5.7.11, 5.8.11 replace the present wording with:

If scores are tied, that is the result.

This document, with Voting Paper added, has been emailed to all MFNZ members who are on the SIG's list of members. Other MFNZ members wishing to vote should request a voting paper from Don Mossop at ***donmossop@gmail.com***

23-25 March 2019

Levin *NI Champs*

20-21 April 201

JR Airsail

11-12 May 2019

Levin

Gareth Newton

18-19 May 2019

Tuakau

27-28 Sept 2019

Levin

John Selby Memorial

MFNZ Vintage SIG Contest

North Island RC Vintage Championships

Levin, 23 – 25 March 2019

Saturday 23 March

Vintage Precision
Vintage Open Texaco
Vintage IC Duration
Classical IC Duration
Classical 1/2E Texaco
Vintage E Texaco

Sunday 24 March

Vintage E Duration
Classical Precision
Vintage 1/2E Texaco
Classical Electric Duration
Vintage E Rubber Texaco

Monday 25 March

Vintage 1/2A Texaco
V and CI Scale Texaco
Vintage A Texaco
Tomboy IC
Tomboy E

After something like two months of constant heat and temperatures in the high 20's it all had to end at some stage. The weekend was going to be maybe some wind, maybe some rain and maybe some sunshine - a decision was made to give the event the green light for the Saturday as we thought it better to run the event and get whatever flying in we could for as long as we could rather than to cancel only to find it was the wrong call.

To those who notified in advance of their absence, thank you. And to those that turned up to fly, thank you also. It makes it all worthwhile. As mentioned in the earlier notification, Sunday's flying was cancelled but Saturday was all go and the morning turned out to be ideal, if for a little overcast.

John Butcher didn't put in any official flights for the day but had numerous flights with his delightful little Kea. As the wind both rose and fell away during the day the Kea was in its element regardless of the conditions. Likewise Peter Townsend who put in a few flights with his Gollywok. Wayne Cartwright was the only one who managed to get a full round of three flights in with his Top Banana in Vintage E Duration.

Unlike Levin, we here up north have to go looking for our thermals which were in short supply this day so achieving maximum times were very hard to come by and every point had to be sweated over to be achieved. (Ed. A handicap system to balance site potentials as in indoor duration contests?)

Only Keith Trillo and David Gush in Classical E Texaco and Vintage E Rubber Texaco respectively were able to achieve maximum scores in both the two rounds they officially flew. Dave Crook was experimenting with his Dixielander in Classical E Texaco and in the first round found an 8 x 4 prop not ideally suited. On Wayne's suggestion and a change to a 8 x 6 prop did wonders with a maximum only just achieved. Still a long way off Keith Trillos remarkable 21 minutes at the Nationals with his Glow Worm, but different conditions as well. Tony Gribble was flying his new Folly II in Vintage ½ E Texaco and posted some good results first time out.

What can we say about Classical ½ E Texaco? A gust of wind caught Dave Crook's Jumping Bean at 2 min 20 seconds into the second flight which dramatically altered the dihedral somewhat. After the crack was heard came the death spiral. Close examination showed the break right at the end of the wing doubler, a notorious weak spot looks like. And so it was that Tony, also flying in the same wind conditions decided to play it safe and land rather than possibly suffer the same fate.

By about 1 – 1.30 p.m. with the wind still yo-yoing around and flyable, drizzle had set in making it uncomfortable at best. And so while the weekend was not a total success it was really nice to be able to blow out the cobwebs, get some flying in and have a good catch up with friends.

Thank you to the Tuakau MAC for allowing us to once again fly at their field. A reminder the North Island Champs are being held in Levin next month. Good luck to all those competing. Otherwise we will see you all at the Airsail MAC in April.

All the best, Dave and Tony

Results		R1	R2	R3	Total
Classical E Texaco					
Keith Trillo	Glowworm	620	620		1240
Dave Crook	Dixielander	536	620		1156
Classical 1/2 E Texaco					
Tony Gribble	Jumping Bean	740	332		1072
Dave Crook	Jumping Bean	740	153		893
Vintage 1/2E Texaco					
Tony Gribble	Folly II	667	731		1398
Vintage E Rubber Texaco					
David Gush		620	620		1240
Vintage E Duration					
Wayne Cartwright	Top Banana	196	280	222	698

Kea John Butcher



Top Banana Wayne Cartwright



Glow Worm Keith Trillo



Dixielander Dave Crooks



What a great day's flying, with a solid turn out. Flying could be tricky but there was strong lift later in the day.

A lot of the flying was just for fun but there were a number of times set across the vintage classes. Jonathan Shorer came along with eight vintage models, flew them all, and even posted some times. It was nice to see a couple of Tony Taylor's lovely models fly. Jonathan has Tony's Viking and Goldberg Sailplane, a very impressive model built to Tony's high standards. Tony is unwell these days. All the best from all of us.

Warner had an oops with the big Bomber while way up in strong lift. He lost sight of it and on the way down it shed 1/2 the wing. It fell like a shot duck some distance away. It took a lot searching to find its remains but at least we got the valuable bits back, including the Saito .65 that was about 6 inches into the hard ground. Knowing Warner, he will have it rebuilt and flying again in no time but perhaps with a bit more spar next time.

Ian Munro had the TD Coupe out again. The Brown Junior he re-ringed seems to be run in and pulling more power. One flight was well in excess of 15 minutes on its Open Texaco tank. Ian also flew free flight precision too and some A Texaco.

We have great support from the Kapiti club these days. Terry Beaumont, Owen Stuart and Warner did lots of flying. I particularly like Terry's lovely twice-sized Tomboy. Bryan Treloar showed the way again with his big petrol fueled 4 stroke sparkie powered Lanzo Airborne achieving max flight times in Open Texaco, the only one to do this.

I flew the NDC 1/2 A Tex and E Rubber Texaco classes. Good score in 1/2A but missed a max in E Rubber so no flyoff in that one. Lots of fun and Levin confirmed again what a fine venue it is. Thanks Jonathan yet again for the BBQ. And thank you to those who came along including the locals who helped with timing.

'Till next time then, which will be the North Island Vintage Champs at Levin on 23, 24 and 25 March.

Allan Knox

Results

Vintage Precision

Allan Knox	589	Scram
Bryan Treloar	583	Red Zephyr (Now called the "Clunker")
Jonathan Shorer	578	Junior 60
Stu Hubbard	468	Junior 60

Vintage Open Texaco

Bryan Treloar	1824	Lanzo Airborne
Allan Knox	1558	Lancer 45
Ian Munro	1365	TD Coupe

Vintage 1/2 A Texaco NDC

Allan Knox	2326	Skipper
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Vintage E Rubber Texaco NDC

Allan Knox	1785	Dart Senior
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Vintage A Texaco

Ian Munro	1666	Simplex
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Vintage E Duration

Allan Knox	889	Scram
Stu Hubbard	886	Cloudster

Viking Jonathon Shorer



Sailplane away ... or spot landing?



Tomboy Terry Beaumont

Lancer Warner Sommerton

Any modeller of a certain age in the UK, Australia and NZ will recall, some with mixed feelings, the ED Bee which for many of us, was our first engine, and a staple powerplant for many an 'Aeromodeller' and 'Model Aircraft' published design. No ball of fire\ performance-wise but it powered many a Keilkraft and Veron C/L trainer and many a sport F/F model, most notably the evergreen Vic Smeed *Tomboy* which was, and still is, built in the thousands.

The ED Bee, regardless of its shortcomings, was an outstanding commercial success for ED as it was being cheap at £2-5/- You could buy an ED Bee and a kit for it for less than the retail price of a Mills 75 and it was produced in massive quantities, some 300,000+ examples over the period 1948 to 1963. This was a record for a UK production engine and one not likely to be equalled. Davies Charlton may well have come close but figures for DC production by type were never published in the public domain. 150,000 ED Bees had been sold by mid-1954 and the purchaser of the 150,000th Bee, a Mr Crudginton of Essex, received a prize of £10 - a considerable amount in 1954.

Electronic Developments (Surrey) Ltd was formed in the immediate postwar period as a workers cooperative company by a number of employees of the Parnall Aircraft Company who had been made redundant by the cancellation of wartime contracts. The ED company was established at 18 Villiers Road, Kingston on Thames in 1946 and thanks to the fortuitous purchase of war surplus machine tools at knock down prices was in the position to embark on a long and prosperous period of model engine manufacture.

The early ED diesel designs were all accorded 'Mark' designations, the Bee being officially the ED Mk.I Bee. The Mk.2 was a 2cc sideport, the Mk III a 2.49 front rotary, and the Mk.IV a 3.46cc disc valve. With model changes, 'series' was added to distinguish between the different subtypes of a particular model and so the early Bee retrospectively became 'ED Mk1 series 1 Bee' when the second model (Mk 1 series 2) appeared in 1955.

The first model ED Bee [Fig.1] was developed and appeared in late 1948. It had the same layout as later versions but the head was retained by only two screws, a hexagonal spinner nut was used and 'ED' was stamped rather than cast on the crankcase. Less obvious (and this caused no end of trouble to unsuspecting users) the crankshaft thread was a lefthand 4BA thread-which proved vulnerable,



Fig 1: part of the ED advertisement from the February *Aeromodeller* of 1949, showing a very early model of the Bee-with 2 bolt head and hexagonal spinner nut.

... especially in beginners' hands. This initial version was soon replaced by the definitive Series 1 with a 3-bolt head, metal or plastic fuel tank [Fig 2], a rounded spinner nut, 'ED' cast on the case front, and either an L-shaped (early production) or

T-shaped (later production) compression screw. Plastic tanks could be green, amber yellow, or clear but have invariably aged badly with time and many original ones are unusable. The engine was advanced for its time, having both rear disc induction and a near square bore / stroke layout in an era dominated by small bore, long stroke sideport diesels.

Various minor changes occurred over production. The 'ED' logo moved from the front to the left side of the crankcase and the serial number from the front of the case to the edge of the right hand mounting lug. The rear disc valve assembly used an aluminium disc running on a steel pin in the screw in aluminium backplate [Fig 3] and as the exact orientation could never be exactly controlled-due to thread tolerances-the hole for the venturi assembly was drilled and reamed after assembly-which can lead to problems when users mix and match parts from different engines to rebuild a worn out example.



Fig 2

On test-by both Lawrence Sparey in Aeromodeller and Henry J Nicholls in Ian Allen's 'Model Aviation' claimed the Bee produced a bit over 1/16 HP (0.06 BHP @ 10,000rpm). This was comparable to the few other 1cc diesels of the time but very average in the light of 1cc performance only a few years later, as the AM 10, Frog 100 Mk2 and Taifun Hobby were all capable of producing over 0.1 BHP. In defense of the Bee, the ME Heron designed over a decade later, for a similar beginner's diesel market produced 0.07 BHP.

Fig 3



The Bee was cheap, plentiful and widely available in the UK, NZ and Australia. It sold so well in fact that ED took a gamble and completely redesigned the engine to produce the ED Mk1 Series 2 Bee. This was almost a completely different engine with only the bore and stroke the same and the only components carried over from the series 1 were the prop driver and spinner [Fig 3].

The Series 2 was a much more attractive engine-now with a right facing exhaust duct (to which a silencer or manifold could be easily attached), a finned diecast head, a steel cylinder with integral fins (initially 6, then 5 in later versions of the Series 2) instead of a drop in liner, and a backplate now held by four screws rather than the threaded backplate assembly of the Series 1. The gamble paid off, the Series 2 sold as well as the Series 1, and towards the end of production some belated R&D on the engine by then Chief Designer at ED, Gordon Cornell, ca 1959-60, resulted in a major performance improvement to the point where it proved equal to any contemporary 1cc diesel.

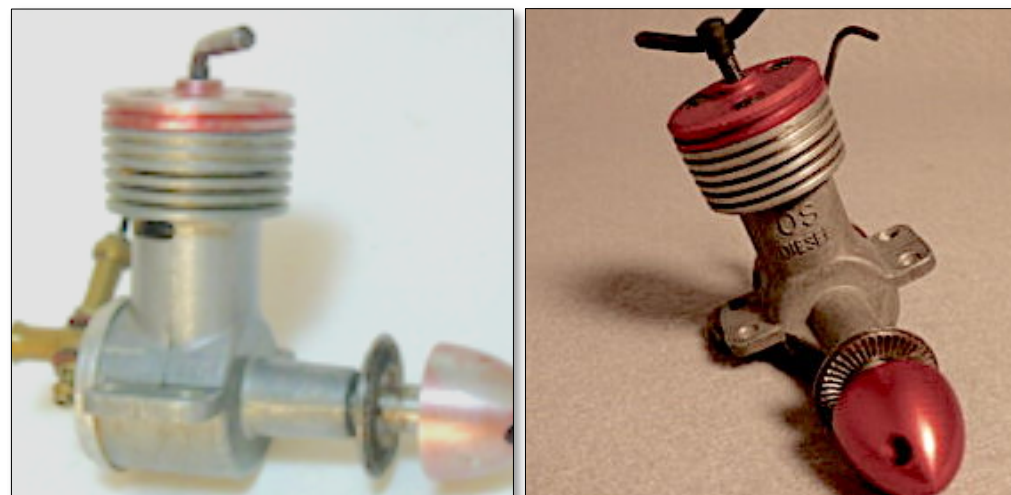
ED's fortunes declined in the late 50s and early 60's. Failure to make provision for the retrospective payment of purchase tax following losing a mass action court case against the UK Inland Revenue Dept saddled ED with a hefty burden for unpaid past PT tax bills. Then, much of the jigs, fixtures, dies and inventory were lost/damaged following a disastrous fire at the works in 1963.

The final iteration, which defies logical explanation was the development and

manufacture in 1962-3 of a sideport beginner's engine, the ED Cadet, utilising the Series 2 Bee crankcase and several other Series 2 Bee parts with a new piston ported liner. This produced less power than the .5cc ED Baby so was a rather pointless exercise but it was the first British engine to come fitted with a silencer as standard equipment although, turning an 8x4 propellor at a mere 6000 rpm, the Cadet was not noisy to begin with. While the limited power output of the Cadet might have sufficed for a very lightly loaded F/F model it would have been a disappointment in any type of C/L model. The Cadet was the handiwork of George Fletcher who had replaced Gordon Cornell as chief designer several years earlier. There was a marine version as well, sold as the ED Seagull.

A little known snippet of aeromodelling history is that in 1949/50 OS produced, unlicensed and unattributed, a copy of the ED Bee Series 1. It was distinguishable by a red anodised head and spinner nut and a slightly flared venturi made from brass rather than the parallel steel tube of the UK original. It initially bore no identifying logo or mark of manufacture but was sold in an OS labeled box. Later versions did bear the OS logo on the front. These Bee copies were sold solely in Japan. Fig 4 shows the OS Bee copies from 1949/50 with the first version at left and the later one with 'OS' on case at right.

Fig 4



During the early 1990s in the immediate aftermath of the breakup of the USSR and the disruption to the USSR and satellite societies and economies that accompanied it there were significant precision engineering manufacturing capabilities sitting largely idle in the USSR. Entrepreneurs put these to good use making model engines both for the connoisseur user and the collector. Among these gentlemen was Valentin Aljoshkin of St Petersburg who produced a range of miniature diesel replicas of well-known early British diesels such as Elfin, ED, Mills and several others. here were also full-size replicas of the Allbon Bambi 0.15cc and Kalper 0.32cc. Among the range was a particularly well executed replica of the Mk1 ED Bee series 1 in 0.5cc size which sold well in the UK.

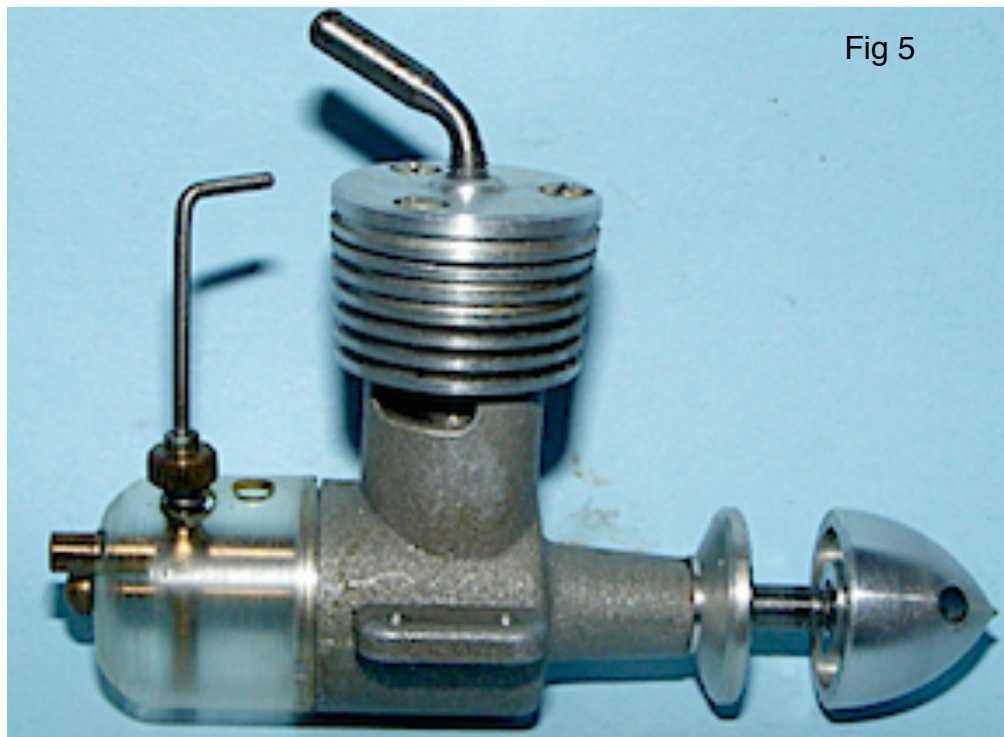


Fig 5: The Russian made VA ED Bee 0.5cc replica of the series 1 ED Bee

The UK agent and initiator of the production was Dave Banks-so the various engines are sometimes described as VA engines or Dave Banks engines. These replicas are beautifully made and generally run well, but they were produced in small numbers and spares support was virtually nonexistent. So if you have one, treat it with the respect it deserves. Valentin Aljoshkin also produced two different racing .049 glow engines plus an .020 glow under his own name, which also sold well in the UK and USA.

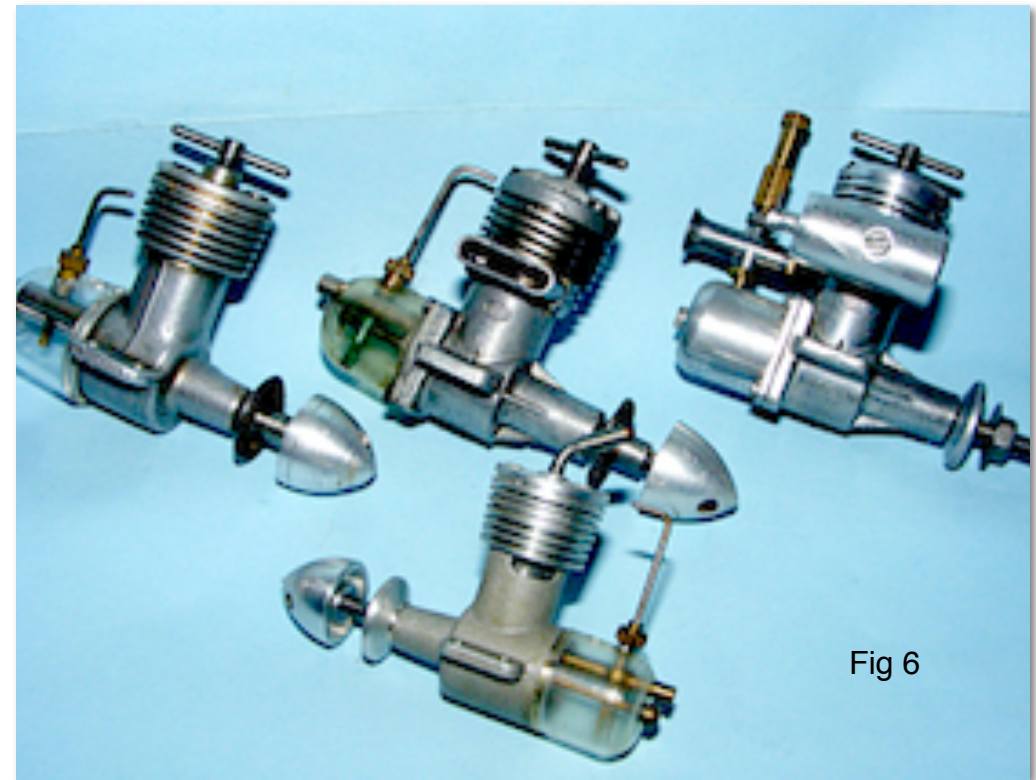


Fig 6: The ED Bee family photo.

Propeller's column Auckland Star, April 16, 1932.

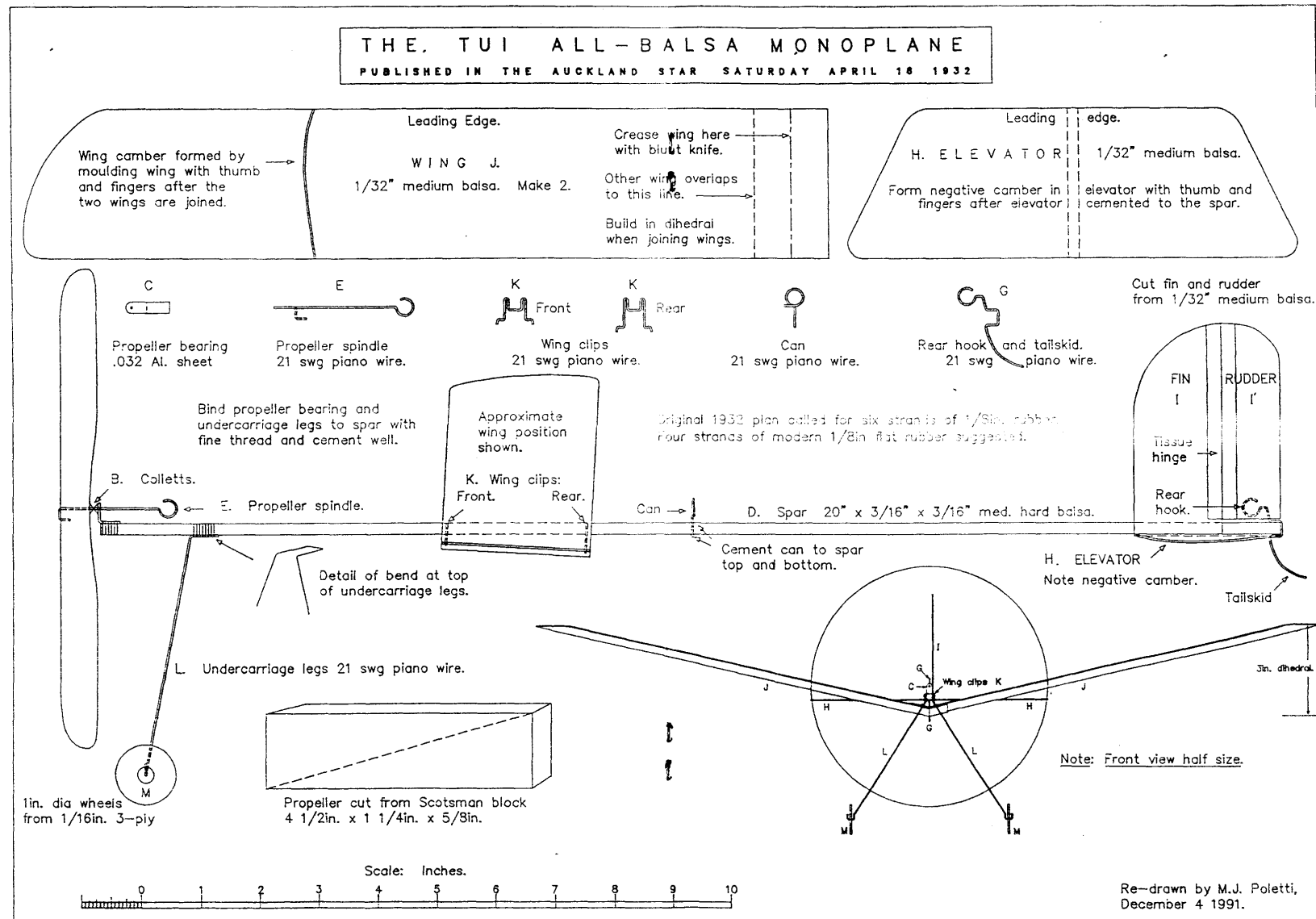
(The comprehensive building instructions below are about a third of what was provided)

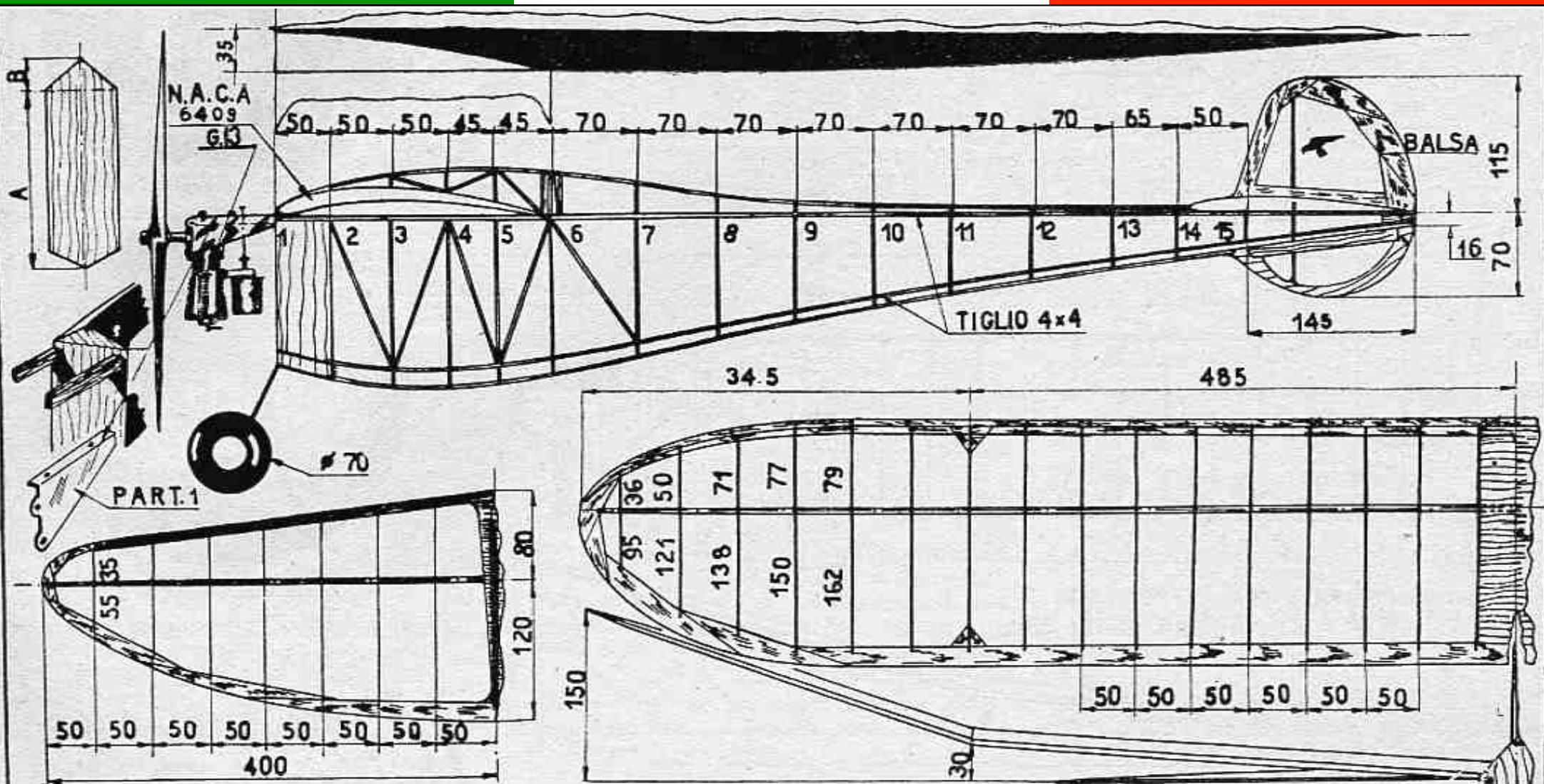
The Fuselage. - Take the 20 x 3/16 x 3/16 balsa spar (D) and smooth it up with fine glass paper. Now glue and bind the propeller bearing (C) into place at one end. the can (F) is a guide for the rubber and should be pressed into the spar (D) about 10 inches from the front end. It is cemented into place, no binding being necessary.

Next fit the rear rubber hook (G) by binding and cementing. You will notice that this also forms the tail skid. It is a good idea to smear some cement on the end and let it dry first. This forms a protective sheathing over the balsa, and prevents the tension of the rubber motor pulling the hook into the balsa wood.

The wheels (H) are attached to the wire undercarriage (L) by simply slipping them on the axle and turning up the wire axle ends to prevent slipping off. Now bind and cement the undercarriage (L) to the fuselage (D) about 1.5 ins. from the front.

The Tail Plane. - The tailplane (H) is shaped as shown, and cemented to the underside of the fuselage. It may be just stuck on quite flat, but if a slight reverse camber is warped in by drawing the thin balsa sheet between the thumb and finger it will make the machine a more steady flier.





MOTOMODELLO

PROGETTO E COSTRUZ. di
RAPPINI ADOLFO

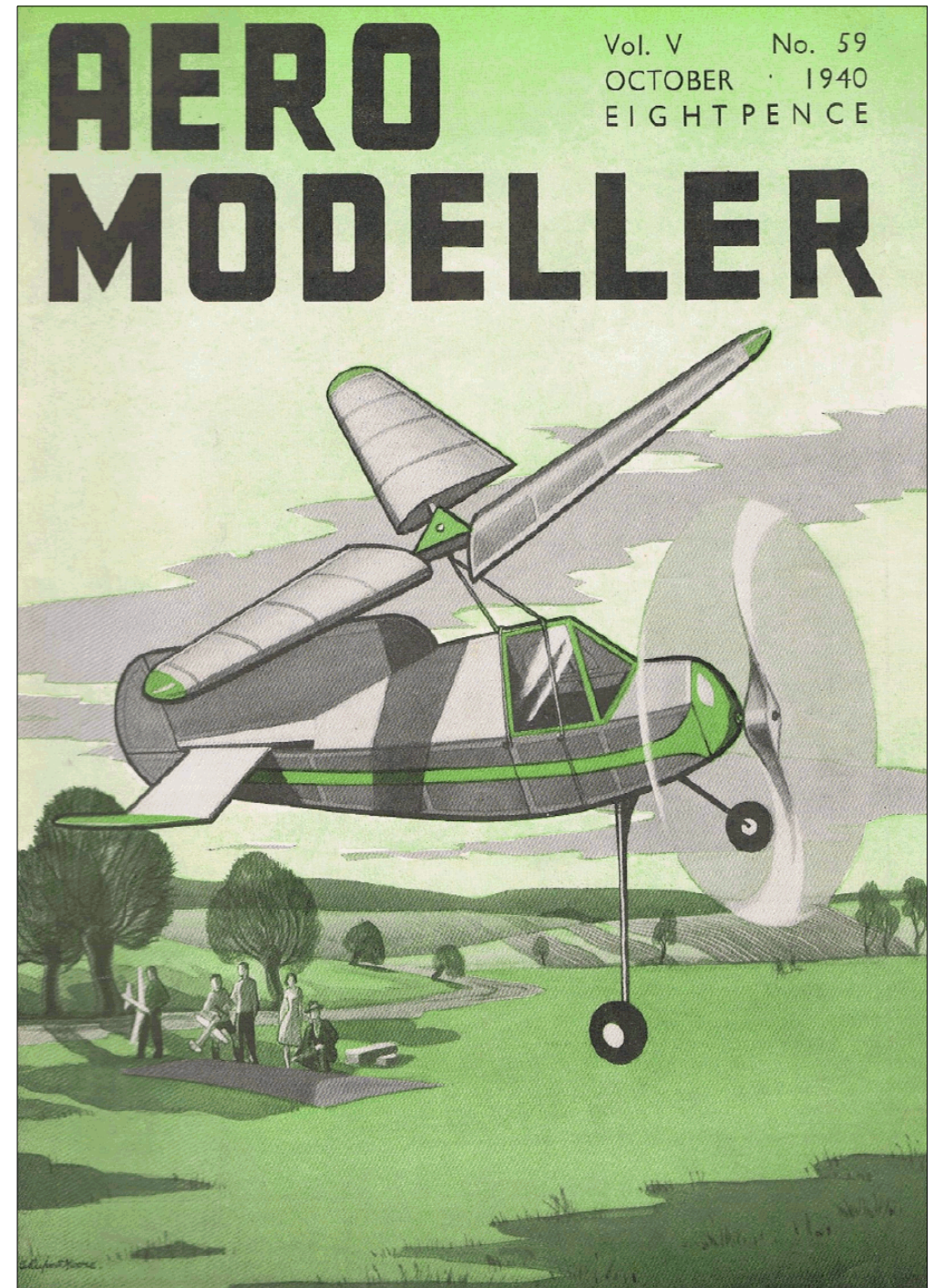
DISEGNO DI

A. Rappini

"R.A.22"

QUOTE PER DISEGNARE LA FUSOLIERA											
N:	1	2	3	4	5	7	9	11	13	15	16
A	128	144	150	153	118	130	92	68	51	35	14
B	10	30	38	40	39	27	11	7	4	0	0

BOLOGNA 23.7.46



RC Leader Boards 2019

I have taken over the task of recording the RC Leader Boards. This is a good opportunity to remind ourselves that the purpose of the Vintage SIG Leader Boards is to increase enjoyment of competition flying. For many of us, our low-key and relaxed approach to contest flying is even more enjoyable when we improve our models and flying. The Leader Boards encourage us to do that by showing how well we are doing relative to others.

The scores from the Nationals and the Gareth Newton Memorial have got Leader Boards 2019 off to a good start. At the Nationals, five of the electric Texaco classes were flown according to Temporary Rules. These scores will be retained as separate listings until the current review of the rules for these classes is completed.

Remember that any scores signed off by an independent timekeeper may be submitted for the Leader Boards. The flights do not have to be at a contest but are, of course, governed by the Vintage Flying Rules. I receive from organisers the scores from SIG-run contests and NDC, but all other scores should be sent to me at rwcartwright4@gmail.com.

Please email me if you spot any errors or omissions.

Wayne Cartwright

Standings on 18 February**Precision Classes****Vintage Precision**

<i>Record: A Knox (2017)</i>		
	<i>and J Shorer (2018)</i>	600 + 200
1.	D Mossop	600 + 193
2.	B Russell	600 + 180
3.	J Ryan	599
4.	L King	589
5.	A Knox	589
6.	R Anderson	586
7.	B Harris	586
8.	B Treloar	583
9.	D Gush	582
10.	J Shorer	578

Classical Precision

<i>Record: B Harris (2016)</i>		
1.	D Squires	596
2.	J Butcher	684
3.	B Russell	569
4.	D Thornley	528
5.	D Gush	526
6.	D Mossop	507

Duration Classes**Vintage IC Duration**

<i>Record: R Anderson (2014)</i>		
1.	D Thornley	772
2.	K Trillo	740
3.	J Ryan	656
4.	R Anderson	635
5.	T Christianson	605
6.	B Russell	542
7.	D Gush	504

Vintage E Duration

<i>Record: B Harris (2018)</i>		
		960 + 600
1.	B Harris	960
2.	B Russell	928
3.	D Mossop	921
4.	A Knox	889
5.	S Hubbard	886
6.	R Anderson	733
7.	W Cartwright	698
8.	K Trillo	645
9.	J Butcher	537
10.	S Lightfoot	414

Classical IC Duration

Record: D Thornley (2017) 900 + 600
No score recorded to date in 2019.

Classical E Duration

<i>Record: W Cartwright (2018)</i>		
		900 + 600
1.	B Russell	900
2.	B Harris	459
3.	D Mossop	300
4.	D Squires	238

Texaco Classes**Vintage 1/2A Texaco**

<i>Record: A Knox (2018)</i>		
		1500 + 1833
1.	A Knox	1500 + 826
2.	J Butcher	1465
3.	J Ryan	1375
4.	K Trillo	968
5.	R Anderson	840

Vintage A Texaco

Record: A Knox (2018) 1860 + 1870

1. J Butcher 1860
2. K Trillo 1850
3. B Treloar 1836
4. R Anderson 1755
5. I Munro 1666
6. A Baker 1580

Vintage Open Texaco

Record: B Treloar (2018) 1840 + 1703

1. B Treloar 1824
2. A Knox 1558
3. I Munro 1365
4. J Butcher 928
5. W Summerton 876
6. A Baker 822
7. D Gush 535
8. K Trillo 371

Vintage 1/2E Texaco

Record: K Trillo (2017) 1480 + 935

1. T Gribble 1398
- 2019 Nationals, Temporary Rules:
1. K Trillo 1654
 2. J Butcher 1616
 3. W Cartwright 1159
 4. D Squires 949
 5. R Anderson 770
 6. T Gribble 670
 7. B Russell 606
 8. D Gush 119

Classical 1/2E Texaco

Record: B Scott (2017) 1440 + 1424

1. T Gribble 1072
 2. D Crook 893
- 2019 Nationals, Temporary Rules:
1. W Cartwright 1079
 2. J Butcher 386

Vintage E Texaco

Record: W Cartwright (2012) 1860 + 1465

- 2019 Nationals, Temporary Rules:
1. K Trillo 1648
 2. D Squires 1572
 3. B Russell 1364
 4. J Butcher 1034

Classical E Texaco

1. K Trillo 1240
2. D Crook 1156

2019 Nationals, Temporary Rules:

1. K Trillo 2160 + 1244
2. D Gush 2160 + 862
3. J Butcher 1534
4. W Cartwright 1430

Vintage E Rubber Texaco

Record: J Butcher (2017) 1860 + 2141

1. A Knox 1785
 2. D Gush 1240
- 2019 Nationals, Temporary Rules:
1. W Cartwright 2223
 2. J Butcher 2026
 3. D Squires 1821

4. T Gribble 1541
5. K Trillo 1266
6. T Webby 407
7. D Gush 119

Sport Cabin Texaco IC

No score recorded to date.

Sport Cabin Texaco E

Record: J Butcher (2018) 2470

1. B Russell 1285
2. J Butcher 925
3. R Anderson 385

Scale Texaco

Record: A Knox (2017) 2040 + 192

No score recorded to date in 2019

Tomboy IC

Record: R Anderson (2015) 1432

No score recorded to date in 2019.

Tomboy E

Record: S Grant (2014) 1935

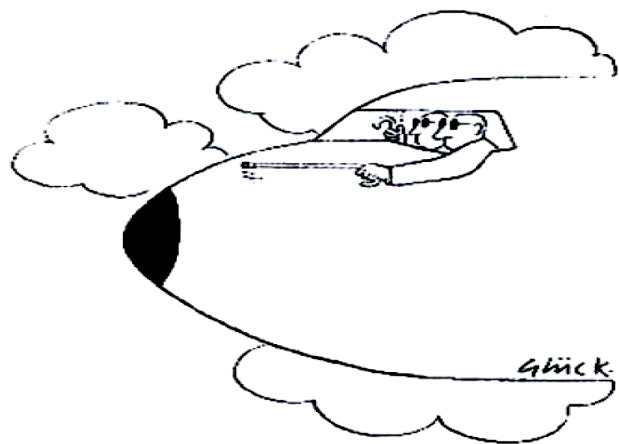
No score recorded to date in 2019.



REAL VINTAGE !

Now, that's a real TV camera !





ICON 170 : Percival Gull

Jean Batten & her Percival Gull

Aviation pioneer Jean Batten was born on 15 September 1909, in Rotorua. Inspired as a teenager to become a pilot, Batten learnt to fly in England and during the 1930s she succeeded in breaking several world records in long-distance flying. Her most notable achievement was in making the first ever solo direct flight from England to New Zealand, on October 16 1936. In 1938, she was the first woman to be awarded the medal of the Fédération Aéronautique Internationale, aviation's highest honour. Batten's glamorous public persona and her remarkable triumphs made her one of the most internationally recognised New Zealanders of the 1930s. Her life ended in obscurity however as she died in Majorca of an untreated wound in 1982, but her death was not publicly announced in New Zealand until 1987. Her Percival Gull aircraft is now on display at Auckland Airport.

