EDITORIAL

Here I am again with a bit more to catch up on. I know that AVAnz was all results, I goofed again. I withdrew a couple of articles because I thought it might be too thick with the enclosures and after I had printed it all, I saw my mistake. I hope this issue will be more interesting. However face it, what could be more interesting than to read about your fellow modellers coming first in an International Challenge? What did I hear you say "seeing your own name in the team?" well this could come true in the 1/2A Texaco R/C International Postal Challenge in August or Our Own Challenge next February. Then again I know that AMAC will be entering a team in the SAM 35 R/C Postal Challenge to see how they are coming along in the TEXACO business. Well you do have four choices in the classes and hopefully the weather will be kind to us that weekend.

I did publish our 1994 Programme in AVAnz 93/5 including the Hatch A Moth event. I am sorry to say that I have only received one team entry, later in this issue, I would like to know what happened to everyone. Was it the weather?

PLEASE NOTE that the CPMAA F/F Open and Vintage at Levin has had a date change. All Welcome. The 5/6 June is the Lanzo 1933 Rubber Postal Challenge. Please have a go!!!

Don't forget to enter Pat's Challenge programme as per entry form in last issue and programme published in AVAnz 93/5 i.e. February, May, July & October. You can still get a result in for May!!

What about an entry in the 1994 1/2A Texaco–Scale Postal Challenge? I know there are some models our there either nearly or fully completed and probably tested by now. Please have a go. If you have any intention of entering but the weather or something stops you, please let me know because without this information, we at this end, think that no one is interested in the competition. We all like a bit of encouragement and this is one way of doing just that.

Myrtle.

COVER – Westerner
This is a popular model and has a good reputation for performance in its class.

1933 LANZO RUBBER MODEL

Feature for this issue is the 1933, 30" span, Chester Lanzo rubber job. This model is an excellent little model for competition in the small rubber events of SAM chapter fun-fly contests.

The story goes that this is the model that first attracted Dick Korda into modelling. Chet was flying the model one day and it was lost to a thermal. The young man who found the model and returned it to Chet, was Dick Korda. Previous to this time Dick had been interested in model railroads, but switched to competition rubber model flying after meeting Chet Lanzo and this little beauty.

Plan to scale but you will need to enlarge same to correct size. Have fun with this model. Levin MAC members do !!.

WAKEFIELD

Are you interested in building this "SMOOTH FLYER"?

Jim Bohash original 1939 design "US Standard Wakefield".

This ship flew on US Wakefield team 1938 & 1939, Paris, France and Bendix, New Jersey. Bohash also won 1940 Canadian National Championship and Michigan State Championships – 1939 & 1952. Plans were never published nor in Kit. Approved by SAM as authentic antique.

Full size plans US$5 or $10 outside US. Post paid.

Order from Jim Bohash, 20721 Millard St., Taylor, MI 48180 USA.
Memory Lane and How it is.

Doug Philpott

Going back 65 years I remember building an A Frame 2 propeller model aircraft that did not fly very well as I couldn't afford Blocks for the propellers and made do with thick paper glued to two sticks, paper set at angle. The balsa was bought from the Hairdresser in Manners Street Wellington. No such thing as balsa cement ready made. Celuloid and Acetate dissolved in a bottle. 2 bottles 1 dissolving and the other in use. Control Line was the 'in thing' later on and I built a plane called "Black Magic". Unusual, as it was covered with cartridge paper but I ended up with sheet balsa covering. Power was by "Pepperell Diesel" (made in Auckland). This went well until I crashed into a wall. Shifted the engine back to the next bulkhead and it still flew. I tried a twin engine C/L plane with two E.D Bees. Quite a job to get it flying. A 5 man crew, one to hold the plane, 2 men each engine to fill tanks and start. Once we had the engines started now is the time to fly it. In the air the inner engine stalled and the plane came into me and crashed smashing both propellers. Borrowed two more and same thing happened so into the scrap box!! A baby cyclone spark engine was next on a Carl Goldberg Free Flight plane, but in Wellington Free Flight fields are scarce and we flew at Paraparaumu or Masterton. This is a drawing of the flight timer used.

**EARLY TIMER** — over 50 years ago

![Diagram of early timer](image)

- **Wooden Saddle**
- **Spring**
- **Screw**
- **Rubber Tube**
- **Contact**
- **Bright steel wire**

Pull wire to close contacts. Wire slips on rubber and after set time, breaks contacts, stopping motor.

An R6 B Glider was the next venture with early glass tube radio installed. The radio was driving an escapement but ended being discarded until 1993 when I bought 2 channel radio but this ended up being too heavy. The end result was the wing was cut down and used as a low wing plane which is still not finished. I am now the proud owner of a home built, from plan, Butterfly !! with a Hitec radio gear and the plane flies well and as yet I have only flown it when it is in the air. On the second flight I lost control because a wire came off and the plane flew away about a mile. I was lucky to find it in the first farmers property I came to. It had the left wing broken plus the prop, a wheel and undercar pulled off. The engine was unharmed and goes well. The plane is now repaired but Christmas has interfered with flying because we are going on holiday. The next plane is a Thunder Bird and I am slowly getting balsa, wheels etc to start building next year. In the early days I knew Les Wright and saw some of his early experiments with a Radio Controlled tank and an early Radio Controlled plane. At Omaka aerodrome, near Blenheim, Les was flying a plane and had a kids balloon (blown up) attached to the fuel tank to pressurize the tank. What a sight and it worked!!! Les's "RR" open tourer car always had young modellers in it. Experimental fun.

Put rockets on both sides of wing. One rocket fizzed out and plane spun into ground.

At present I am flying with the Levin Model Aeroplane Club and have been helped a lot by members. Bought Hinges!! I used to make do with the gauze backing off bandage dressings. Now th backing is plastic. Electric starts? What happened to swinging the diesel props by hand, well you always had sore fingers!!

Control Line Tanks — we made them and a firm in Courtney Place would supply a piece of brass shim and a length of brass tubing for 2/6 pence.

Booster Plus and sockets were from a radio store.

Batteries for spark ignitor were AA or penlight batteries and Booster Batteries D Cells. Nothing like the Nicad cells of today. The Carl Goldberg Clipper came with press out ribs which makes it easy to get all ribs the same. This is twin diesel engine monoplane, pendulum operated elevator. Results unclear as plane correctly trimmed would fly anyway. Undercar retractable for hand launch but extends when the skid touches the ground.
1994
INTERNATIONAL POSTAL COMPETITIONS
FOR
CHESTER LANZO’S 1933 CABIN
AND
25” OLDTIMER/VINTAGE MODELS
The purpose of these events is to promote friendly low key competition between aeromodellers worldwide, either with a classic Oldtimer model of proven ability or with choices from a wide variety of small rubber powered designs authenticated to have been initially flying prior to 31 December 1950 even though plan publication may be of a later date in any commercial magazine, SAM publication, club newsletter or other source.
As single design events are not usually self-sustaining this is likely to be the last for the 1933 Lanzo, unless entries and demand suggest otherwise. I am open to suggestions for an alternative event to replace same in the future.
Flights may be made any time between Saturday 30 July and Monday 5 September inclusive, this period including various statutory holidays in Canada and the United Kingdom. It is not mandatory that all flights be completed upon the same day but each is to be pre-nominated to a timekeeper as an official contest flight.
The Lanzo Event will be to three flights of 2:30 maximum; if so achieved, a further flight to 3:30 may be attempted; if more than one such score is received the entrants will be considered as equal winners, progressive or unlimited flyoffs are beyond the scope of what is primarily intended to be a 'fun' event.
The 25” OT/Vintage class is for any model up to that span, authenticated as above, fitted with a freewheeling propeller as per plan and with a two-wheel undercarriage as shown thereon. A freewheeling propeller may be substituted for a folder if the latter is depicted on a plan. Four flights will be made to a 1:30 maximum with a further sole attempt at 2:00 if necessary. There is no restriction upon the number of models entered in this event.
Entry fee for both competitions is $2.00 (£1 in UK). In the 25” class the fee will apply to each of the first two models entered, for three or more an inclusive fee of $5.00 (£3) will suffice. Fees are to assist in defraying plaque costs, mailing charges, etc. and a report will be mailed to all entrants with full results. To assist in the completion of same, a brief account of site/weather/flying anecdotes would be appreciated as scores are submitted. Sharp photos of models and flyers could also prove of use.
Scores should be returned by 30 September to:-
Jim Moseley, Apt. 406 - 2000 Sheppard Avenue West,
Downsview, Ontario M3N 1A2,
CANADA.
Tony Roberts, 12 The Ridgeway, Caversham,
Reading RG4 8NX, Berkshire
ENGLAND.
ENTRY FORM INSERT \ GOOD FLYING !
..........................................................
Installation Drawing

ANDERSON Spitfire

SPITFIRE SPECIFICATIONS

TYPE - TWO PORT, TWO STROKE CYCLE, AIR COOLED

FUEL ADMISSION - THROUGH BALL BEARING MOUNTED ROTARY CRANKSHAFT VALVE.
CARBURETOR - TANGENT DOWNDRAFT, SPRAY BAR SUCTION TYPE.

BORE - 15/16", STROKE 15/16.

PISTON DISPLACEMENT - 645 CUBIC INCH.

ENGINE ROTATION - COUNTERCLOCKWISE.
ENGINE WEIGHT - 14 OUNCES.
RECOMMENDED PROPELLER R.P.M 8,000 TO 10,000 FOR FREE FLIGHT USE 13" DIA. 6" TO 8" PITCH. FOR U-CONTROL, USE LESS DIAMETER AND GREATER PITCH PROPELLERS.

Hang this drawing in your shop for reference.

WALT WOLF JR.
HATCH A MOTH 1994
INTERNATIONAL POSTAL

Well not a good turn out this year. Only one Chapter made the effort to enter this really fun event. Well I suppose all the F A Moths could have hatched into scrap by this year. What a shame I thought there was quite a group of enthusiasts out there. Please let me know if you want this to continue or it not then what type of contest would you prefer and would enter.

RESULTS.
SAM 56 WHAM

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<th>Name</th>
<th>Flight 1</th>
<th>Flight 2</th>
<th>Flight 3</th>
<th>Total</th>
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<tr>
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<td>67 sec</td>
<td>92 sec</td>
<td>87 sec</td>
<td>246 sec</td>
</tr>
<tr>
<td>Tom Derber</td>
<td>71 sec</td>
<td>62 sec</td>
<td>60 sec</td>
<td>213 sec</td>
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<td>Jim Kutkuhn</td>
<td>80 sec</td>
<td>60 sec</td>
<td>58 sec</td>
<td>298 sec</td>
</tr>
<tr>
<td>Jack Phelps</td>
<td>53 sec</td>
<td>80 sec</td>
<td>62 sec</td>
<td>195 sec</td>
</tr>
</tbody>
</table>

We elected to fly on April 2 as we couldn't get anyone to get to the field on the third due to being Easter and most flyers had plans for that day. So, be as it may, we did do our flights on Saturday.

Jack Phelps was at the field before 8am and then came looking for me. We passed on the road whereby he turned and followed me back. Tom Derber followed about fifteen minutes later.

We go there early as the weather forecast was for a cold front to come blasting through before noon. We had a southeast wind at about ten MPH with a dull overcast sky, temperature about 50°F.

Jack, Tom and I had our three official flights in by 10am and the breeze was decreasing gradually signalling the cold front arrival. There may have been some very gentle lift during that time, but you really couldn't feel it except that some flights stayed up a little longer than others.

Several other club members showed up during this period to fly R/C Assist. Ed Salguero arrived about 11am and put his three officials in to better us all. About that time the wind gradually began to shift around and almost exactly at noon the northeast blast his us and drove us all heading for home.

Although our flights were short, we all enjoyed the outing and we hope everyone else who flew around the world did likewise. I might ass that we all used 1/8" FAI tan rubber with motors of 24 to 26 " I do believe that Tom Derber used FAI Tan II. Even though he was getting more turns per inch, his flights weren't that much better but he was the front runner until Ed Salguero showed us where and when the good air was.

Jim Kutkuhn.
SAM 55 POSTAL CONTEST

To be held over the year in four rounds; February, May, July and October. 1 month equals 1 round.

Classes to be flown:
- R/C Precision
- 1/2A Texaco R/C
- Combined F/F Precision

Precision, Duration and 1/2A Texaco to be 1 flight per class per round. Two attempts allowed to obtain an official flight but second attempt to be the official flight.

Chuck Glider 6 flights total time, as per Rule Book

Points will be awarded each round for each class as follows:

1st 25
2nd 24
3rd 23 descending down entrants.

Results recorded on entry forms must be verified. All results forwarded to the Secretary by 10th of following month.

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FURTHER POSTAL CONTESTS 1994

5/6 June Lanzo Cabin 1933 Rubber Duration
(Pat Clarke has the plan)

23-25 October Tomboy OR Simplex Precision
No age bonus

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GARETH NEWTON MEMORIAL RESULTS

FEBRUARY 5-6 1994

Combined Precision
1st John Templeman Lanzo 1933 LMAC 270
2nd Tony Taylor Lanzo 1933 WMAC 246
3rd Ivan Treen Peerless Panther LMAC 244

Combined Duration
1st Neil McDougall Lanzo Stick WMAC 522
2nd Tony Taylor Challenger WMAC 502
3rd Graham Lovejoy Senator Feilding 330

Chuck Glider
1st Neil McDougall Hervat 1938 WMAC 258
2nd Ivan Treen Hervat 1938 LMAC 253
3rd Tom Charisworth Hervat 1938 CMAC 235

020 Miniature Replica
1st Neil McDougall Strato Streak WMAC 161
2nd John Templeman Strato Streak LMAC 108

R/C Precision
Fly Off
1st Neil McDougall Buzzard Bombshell WMAC 600 199
2nd Tom Charisworth Lanzo Bomber CMAC 600 198
3rd Bruce Maddock Buzzard Bombshell LMAC 600 180
4th Bob Burling Thunderbird LMAC 600 175

R/C Duration
1st Neil McDougall Playboy WMAC 778
2nd Tom Charisworth Lanzo Bomber CMAC 673
3rd Bob Burling Thunderbird CMAC 606

1/2 A Texaco
1st Neil McDougali MG 2 WMAC 1485
2nd Barry Lennox Rambler WMAC 1275
3rd Ivan Treen Vagabond LMAC 1212

Two lovely days enjoyed by everyone. Saturday was perfect with some very good results, of course this was Free Flight only. All R/C events were flown on Sunday and we had a sausage sizzle both days. I would think that any hard luck prize would go to John Templeman who wrecked his Playboy and had a BIG chase to retrieve his Strato Streak, but then again Brian Conroy had a BIG Fly Away when his "Sporty" flew off into the wide blue yonder. (well no DT does make a difference, besides little planes like that don't need such attachments !!)
A HISTORY OF THE WORLD
as reported by students Pt.1

Courtesy of
SAM 86 SPEAKS

King Harold mustarded his troops before the Battle of Hastings. Joan of Arc was burnt on a stake and was cannonized by Bernard Shaw. And victims of the blue bonnet plague grew boobs on their necks. Finally, Magna Carta provided that no man should be hanged twice for the same offense.

In mideval times most people were alliterate. The greatest writer of the futile ages was Chaucer, who wrote many poems and verses and also wrote literature. During this time people put on morality plays about ghosts, goblins, virgins and other mythical creatures. Another story was about William Tell, who shot an arrow through an apple while standing on his son's head.

The Renaissance was an age which more individuals felt the value of their human being. Martin Luther was nailed to the church door at Wittenberg for selling papal indulgences. He died a horrible death, being excommunicated by a bull. It was the painter Donatello's interest in the female nude that made him the father of the Renaissance.

The government of England was a limited mockery. From the womb of Henry VIII Protestantism was born. He found walking difficult because he had an abbess on his knee.

Queen Elizabeth was the "Virgin Queen". As a queen she was a success. When Elizabeth exposed herself before her troops they all shouted "hurrah". Then her navy went out and defeated the Spanish Armadillo.

It was an age of great inventions and discoveries. Gutenberg invented movable type and the Bible. Another important invention was the circulation of blood. Sir Walter Raleigh is a historical figure because he invented cigarettes and started smoking. And Sir Francis Drake circumcised the world with a 100-foot clipper.

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