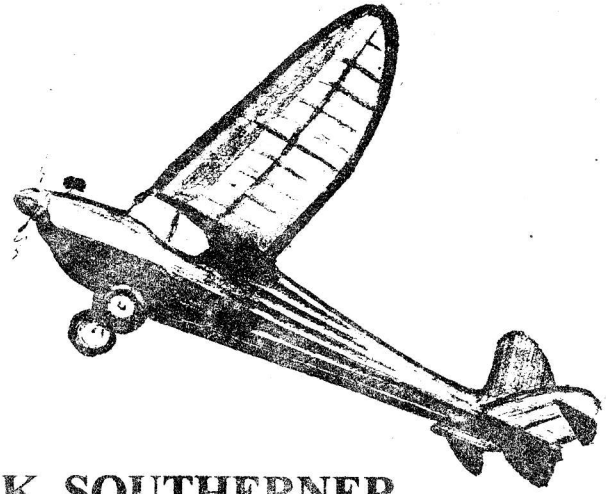
AVA NZ

ASSOCIATION
of VINTAGE
AEROMODELLERS

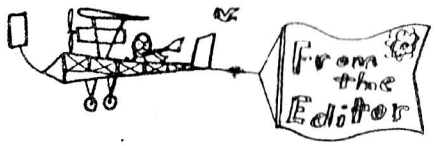
NEWSLETTER 96/2

March/April Issue 49



K. K. SOUTHERNER.

SAM-55



EDITORIAL

Hi There! I hope you are going to take advantage of any GOOD flying weather to enter the great list of Postal Contests we have this year from our fellow modellers overseas. Isn't it great that there are so many? The SAM 55 Postal could be good practice in preparation for the Nationals. Come on Auckland, how about you folks taking part again and oh, yes what has happened to my South Island friends? I haven't heard from you for quite awhile. Come on guys I just love to hear about your model expertise and so do others. It all helps and encourages each other to continue with a well balanced life style.
Next issue I hope to publish an article on the LULU. SAM 35 will be again holding a Postal Contest for this model around September or October and we could have a number of entries and perhaps winners, this year.
I will also try to get back to writing up some more of our history. Of course with the 50th Anniversary of the Nationals coming up Dec/Jan 1998, it is a good time to bring out the photo albums and log books of the past events. Let's get talking about it all.
Keep up the good work and I hope you have loads of fun building this winter as well as flying.
Editor.

COVER

"SOUTHERNER" Designed by Bill Dean in 1948 and was kitted by Keil Kraft.
Wing and tail plane are common with 'Super Slicker' which is another classic Bill Dean design. I found it difficult to keep light so take care. Also take care to build in washout into both tips with inner panels dead flat. My model used Mills 2·4 which was not powerful enough. I later changed to PAW 19 D. Don't be afraid of the power. Correctly trimmed it will take it!. *Ben Buckle.*

A 60" Semi Scale cabin sports suitable for Vintage Precision R/C or F/F. A real good looker.

1996 NATIONALS
RESULTS AND COMMENTS

Day 1 – VINTAGE RUBBER DURATION – Cooksey Trophy

W.H.McGarvey	AMAC	540
D Sutcliffe	WMAC	525
R Dalziel	WMAC	363
C J Murphy	CHCH	337
W Rouse	CHCH	150
D G Moore	CHCH	1

No great carnage in this event despite the windy conditions, which models, large and small, handled very well. Owen Moore's Earl Stahl, Gypsy, was the only plane to suffer real disaster. Winner Bill McGarvey's Vern Gray Moffatt Cup Winner was outstanding and deserved its victory, with Devon Sutcliffe's Lanzo Duplex also flying well for second. Nice to see that the KK Senator is still modestly competitive with Richard Dalziel's model taking third place and Bill Rouse's version coming fifth.

Day 2 – VINTAGE GLIDER DURATION

R Dalziel	WMAC	468
C J Murphy	CHCH	375
O G Moore	CHCH	246
W Rouse	CHCH	236

A grey early morning with a cool five knot southerly progressively improved to produce patches of sunshine with warm bouyant air and little wind, Bill Rouse (Mini Thermalist) and Owen Moore (KR56) flew early in what they thought would be the best part of the morning. Chris Murphy (Satu) proved there was some lift about when he managed an early max. However, it was Richard Dalziel (Norseman) flying later in the morning and taking advantage of the perfect conditions who showed the way with two great maxes in booming thermals.

Day 3 – VINTAGE POWER DURATION

D Ackery	AFFC	318
C J Murphy	CHCH	317
W Rouse	CHCH	299

I G Henry	CHCH	287
O G Moore	CHCH	233

Another lovely morning at the F/F field and we should have seen more maxes and better scores. Most models seemed lacking in the trim department including Dave Ackery's Rambler which scored the only max of the event to put him just one point ahead of Chris Murphy (Winged Yankee) and into first place. Bill Rouse with his Buzzard Bombshell produced some consistent flying and settled into third. Ian Henry (Red Ripper) and Owen Moore (Hayseed) had the only "sparkers" on the paddock to remind everyone what it really used to be like.

Day 4 – VINTAGE PRECISION

J Poletti	CHCH	270
I G Henry	CHCH	255
W Rouse	CHCH	253
C J Murphy	CHCH	252
D G Mitchell	WIGA	241
O G Moore	CHCH	194
Emma Bould	AMAC	186

A cooler morning with a higher cloud cover and light NE wind provided a welcome relief from yesterday's heat. Although John Poletti (Flying Midget) managed a straight set of maxes to win, the real tussle was between 2nd, 3rd and 4th placings with just one point separating them. Making much less noise, the Miniature Replica fliers demonstrated some spirited competition while Craig King (Hervat) followed up with a solo performance in Vintage Chuck Glider.

VINTAGE 020 MINIATURE REPLICA

R Bain	HMAC	324
C J Murphy	CHCH	274

VINTAGE CHUCK GLIDER

C S King	CHCH	289

Day 6 – VINTAGE PRECISION R/C

C S King	CHCH	540
D G Mitchell	WIGA	537
R McDonnell	ROSK	496
L W King	CHCH	327

VINTAGE DURATION R/C

D G Mitchell	WIGA	770
C S King	CHCH	649
R McDonnell	ROSK	366

1/2A TEXACO R/C

P Lagan	WOOD	1270

Light rain, a 10-knot NE wind and a grey sky greeted us at 0700. The immediately obvious problem was that the ceiling wasn't high enough for a full engine run in Duration. Guessing how to catch the better air between low clouds as they came by, became the game. Eventually a great tussle developed between Craig King (Hayseed) and David Mitchell (Zipper) – Mitchell waiting till the last hour and gambling on improving weather. The results hung in the balance till the last flight. They finally agreed to take first place each in Precision and Duration. Ross McDonnell (Gas Buggy) handled the difficult conditions well and Paul Lagan (Lanzo RC–1) flew steadily (what else) to produce some very good scores in 1/2A Texaco R/C.

A special vote of thanks to Jenny Rouse for very ably assisting each day as Recording Officer.

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VINTAGE TECHNICAL COMMITTEE

The following persons are your Vintage Technical Committee for 1996. They will give Vintage a high profile and work hard on your behalf to keep the Spirit of – 'Fly for Fun'

Chairman	Barry Lennox
Secretary	Brian Roots
Treasurer	Neil McDougall
South Island	David Mitchell

If you have any ideas, changes you would like to see to the rules or anthing that you think might improve Vintage events, then don't hesitate to send them in and I will pass them on for you. Of course you can always send them direct to

Brian Roots
44 Kiriwai Road, Paremata,
WELLINGTON

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GARETH NEWTON MEMORIAL 3-4 FEB

- RESULTS -

VINTAGE POWER DURATION F/F

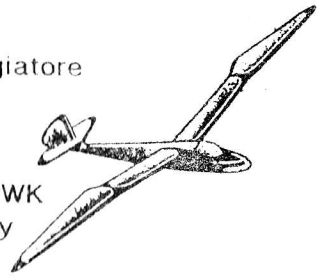
Pat Clarke	LMAC	DNF	Strato Streak

VINTAGE RUBBER DURATION F/F

1. Tony Taylor	WMAC	462	Gollywock
2. Frank Higgins	TMAC	328	Hepcat
3. Neil McDougall	WMAC	218	Lanzo Stick
4. Alwyn Graves	HMAC	185	Smith Mulverhill - Lanzo C
5. Templeman	LMAC	99	Gollywock
6. John Ingram-Seal	TMAC	67	F A Moth
7. Pat Clarke	LMAC	17	Achilles
8. John Crombie	WMAC	ACC	Triangle Spec

VINTAGE GLIDER DURATION F/F

1. Alwyn Graves	HMAC	292	Mini Thermalist
2. Neil McDougall	WMAC	196	Orion
3. Tony Taylor	WMAC	111	Orion
4. John Crombie	WMAC	39	Veleggiatore
5. Ivan Treen	LMAC	32	Jinx
6. Pat Clarke	LMAC	10	Lulu



COMBINED PRECISION F/F

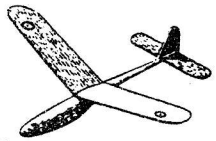
1. Neil McDougall	WMAC	230	Korda WK
2. Frank Higgins	CMAC	229	Tomboy
3. Tom Charlsworth	HMAC	218	Peanut
4. John Ingram-Seal	TMAC	187	Pirate
5. Ivan Treen	LMAC	165	Peerless Panther
6. John Templeman	LMAC	90	Junior 60
7. Pat Clarke	LMAC	85	Achilles/Lanzo Bomber

020 MINIATURE REPLICA

1. Pat Clarke	LMAC	22	Lanzo Bomber
2. Alwyn Graves	HMAC	17	Interceptor

VINTAGE PRECISION R/C

1. Neil McDougall	WMAC	585	Playboy Snr
2. Tom Charlsworth	HMAC	485	Lanzo Bomber
3. Frank Higgins	TMAC	335	Kerswap
4. Ivan Treen	LMAC	124	Sykses Lowing
5. John Ingram-Seal	TMAC	DNF	Lanzo Bomber



VINTAGE DURATION R/C

1. Tom Charlsworth	HMAC	551	Lanzo Bomber
2. Neil McDougall	WMAC	537	Playboy Snr
3. Frank Higgins	TMAC	DNF	Kerswap
4. John Ingram-Seal	TMAC	DNF	Lanzo Bomber

1/2A TEXACO R/C

1. John Ingram-Seal	TMAC	739	Kerswap
2. Tom Charlsworth	HMAC	688	Rambler
3. Frank Higgins	TMAC	684	Playboy Snr
4. Brian Roots	WMAC	228	Playboy Snr
5. Pat Clarke	LMAC	DNF	Lanzo Bomber
6. Ivan Treen	LMAC	DNF	Cleveland Viking

1/2A TEXACO R/C SCALE

1. Neil McDougall	WMAC	158	Fairchild 24
2. Pat Clarke	LMAC	3	Portafield Collegaite

VINTAGE CHUCK GLIDER

1.= Tom Charlsworth	HMAC	242	Hervat 1936
1.= Tony Taylor	WMAC	242	Hervat 1938
3. Alwyn Graves	HMAC	241	Bowers 1938/Hugulet 1938/Hervat 1936
4. Neil McDougall	WMAC	229	Hervat 1938
5. Pat Clarke	LMAC	93	Les Mayne

Well another wonderful meet with everyone enjoying themselves flying, catching up on the news, sharing ideas and encouraging each other. It was good to have Alwyn Graves attend for the first time.

Satruday was fine and sunny in the morning but the wind got up in the afternoon. causing some to think that Sunday may be better for Churck Glider, this proved to be incorrect because Sunday was breezy early on and gradually got worse..

Here are some of the inevitable happenings when conditions are a bit breezy.

John Crombie won the 'Hard Luck' prize because in Power Duration, while winding the motor, Tony Taylor was holding the model, John decided to keel over (this can happen at any time when you have artificial legs).

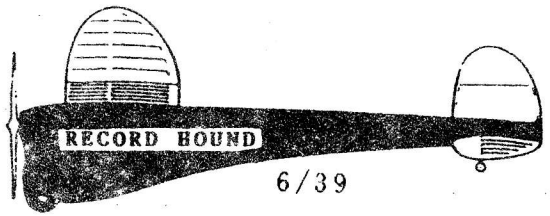
"Who or What to Save?" Tony chose the owner but DAMAGED the model!!!. All John could say was "Have to rebuild it before NDC!"

Tony Taylor, during Glider Duration, while making a turn hit the

fence and the Fence Won!!!!
Copy Cat prize was won by John Templeman who in Combined Precision, had an almost perfect 1st flight but hit a fence on landing. Model a total right off!!. (This is Pat Clarke's trick).
Luckiest Competitor - John Ingram-Seal used his Kerswap during the 1/2A Texaco R/C event, to attack the Clubhouse and what a Bang!! Guess what? Yes no damage to either model or building but EVERYONE was so sure the model was match sticks.
Ivan Treen, in Glider Duration, first flight, ended with a broken Cabane Runner in his Jinx putting him out of the event.
In 020 Miniature Replica, Alwyn Graves entertained everyone with his Interceptor doing loop the loop around the sky - Most impressive but not for the model. Crunch.
R/C Duration - Fran Higgins had his Kerswap on the ground having completed two flights, the wind tumbled the plane - third flight!!
A delicious sausage sizzle and salad was enjoyed by all on both days and on Sunday afternoon was prizegiving followed by the Annual General Meeting.. The Committee was re-elected unopposed.
Myrtle Clarke accepted Life Membership of AVAnz.
The Vintage Technical Committee is:-

Chairman	*Barry Lennox*
Secretary	*Brian Roots*
Treasurer	*Neil McDougall*
S..I. Committee Member	*Dave Mitchell*

Honorary Membership, was bestowed on Gil Couper and Bill Campbell.
Gareth Newton 1997 will be held 8-9 February with a Dinner on the Saturday evening 8th, at Tatum Park.
There will also be another new event added to the programme, that of Vintage Hand Held Catapult Glider.- Article and sample plan included in this issue.
See you all Next Year. - Myrtle.



INTERNATIONAL POSTAL CONTEST 1996

From Jim Moseley

Lady and Gentlemen,
As entrants in the 1995 contest I have pleasure in sending you details and entry form for this year's event.
I would like to thank the many of you who responded to the questionaire letter that accompanied the 1995 results asking for input on possible rule changes, from which the majority clearly opted for (B) - that the maximum be tied to the wingspan of the chosen model, x 4, for four flights, with a further precision flight - if required - to attempt to achieve 50% of that maximum exactly. Accordingly, I'll try the idea this year and see how successful it might be, and hope that it might attract a wider range of elegible designs as well as help to reduce the level of multiple tied scores.

The proposition to allow scaled-down versions of larger designs received some support, though some asked if smaller models could also be scaled up: I feel that there seems little purpose in the latter instance following the adoption of (B) which, hopefully will allow such smaller models to compete on better terms than before.

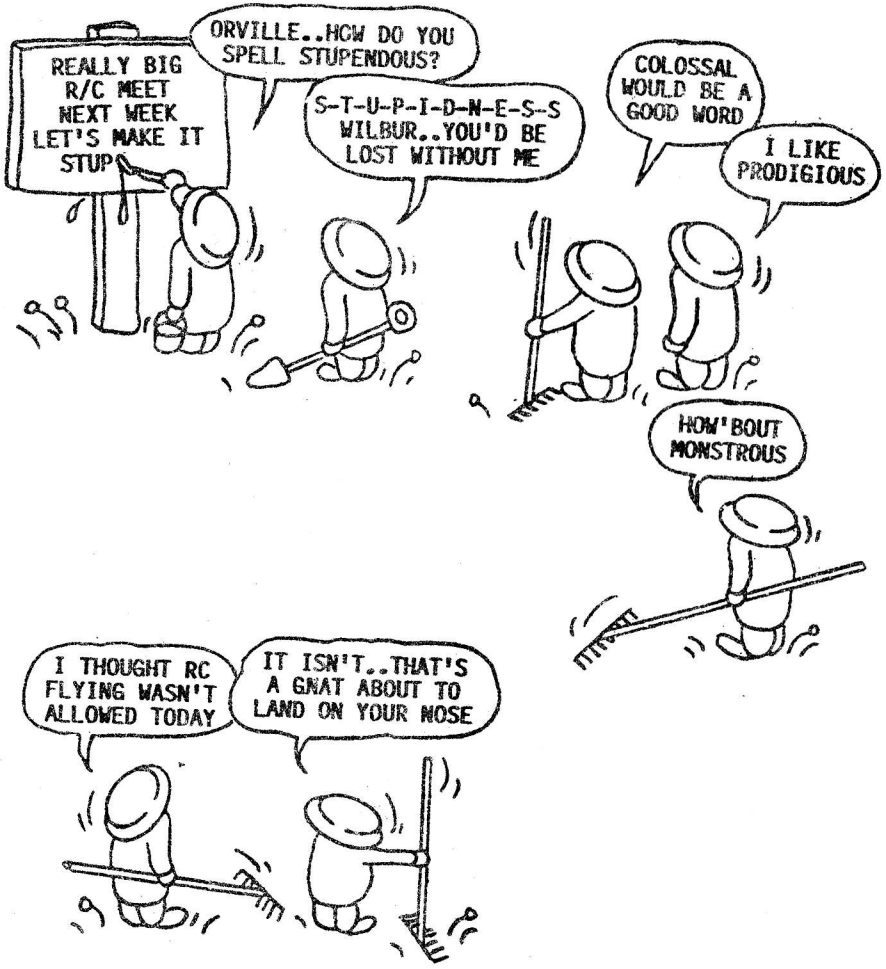
The Aeromodeller-published "Prince Hal" is also accepted as it is so close a copy of the original "King Harry" that it is essentially the same airplane.

Quite a number of people supported a separate event for small scale models. I have given this serious consideration but regret that i cannot, at this stage, afford to sponsor such as it would require approximately 27/28 entries to subsidise plaques purchase, engraving and mailing charges and I feel that such a level of support is unlikely at this stage. Maybe in the future .... but for 1996 I will award a separate plaque for the scale model placing in the highest position in the small rubber contest and, if support warrants, consider separating same in the future.

As previously advised, there will be an event for Vintage gliders (pre-'51) up to 50" span with a 1st. place plaque

guaranteed and others dependent upon entry levels.

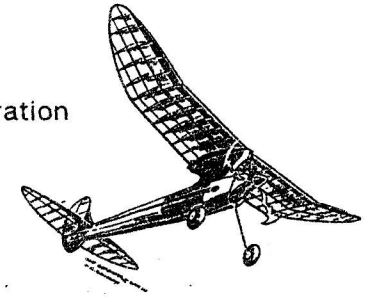
Thank you for your assistance in amending the contest this year, and for your previous support. I look forward to receiving your entries and scores after the closing date and hope that you will also encourage others to participate. Good Flying!



CPMAA F/F VINTAGE CHAMPS

Queens Birthday Weekend

PROMOTED BY – LEVIN MODEL AEROPLANE CLUB INC



CLASSES

- Rubber, Glider, Power Duration
- Combined Precision
- ·020 Miniature Replica
- Vintage Hand Launch Glider
- Vintage Hand Held Catapult Glider
  (Trial event to new rules).
- 1/2A Texaco R/C – (Sunday Only)

VENUE Levin MAC Flying Field
Tararua Rd, Levin

DATE Saturday & Sunday
1 & 2 June 1996

ORGANISER *Neil McDougall*
60 Heke Street
Wellington 4 *Phone 04 4793106*

HAND HELD CATAPULT GLIDER

extract from Model Aviation, February 1993 by Jim Haught.

Gaining Popularity in free flight contests is the Hand-Held Catapult Glider event.
Although the rules vary in different regions of the country, the basics tend to be similar; a single loop of rubber - perhaps eight or nine inches maximum length - and unrestricted model design. Scoring is as in standard Hand-Launched Glider - ie the best three of six flights count, with a two minute max.
In Hand-Launched Catapult Glider, 16 inch do best, but 13 inch works well for Juniors. Smaller models are more sensitive.
One unusual feature of the Vic Nippert's Zip-A-Do Too, at least compared with most of the models I've seen, is that the launch grip is under the center-of-gravity rather than behind the stab. The catapult hook is built into the nose - a frequent, but not universal position. I've seen models with mulitple hooks, presumably to get the best launch/climb pattern for a particular design.
The wing is 3/16 quarter grain balsa, tapered to 1/16 at the tips. Vic finished the model with a coat of sanding sealer followed by two coats of Sig Lite-Coat. He gave the stab and rudder just a single coat of Lite-Coat but used three coats on the fuselage. The center-of-gravity is at about 60%. All-up weight is 18 grams.
Vic writes "I build a couple at a time because of their thermalising ability." No dethermaliser (DT) is shown on the plan, and I assume that Vic doesn't use one. It seems a shame to lose good models, though, when there's a simple, quick solution; the flap DT. It takes only 5 minutes to install and saves you from having to replace lost models.
More on Catapult: Over the past couple of years, I've experimented with catapult gliders in different sizes, both to have competitive aeroplanes for myself and to test models for my seven year old son, Robby, to build. I've tried very small models, the better to blast into orbit; ultraslick MonoKoted models, for higher launch altitude and very thin wings, again to blast as high as possible.
After getting whipped enough times and making notes on other people's successful designs, I've drawn a few conclusions:

- Thin wings just don't get it! It appears to me that catapult gliders must fly up on the wing, so to speak. Most successful models, like Vic Nippert's, use 3/16 wings, with a high point in the 30% range and a moderately light finish.
- Many models seem to have about a 16in wingspan, to weigh about 18 to 20 grams, and to have the center-of-gravity at about 65%. I built some models of this size at a lighter weight but got much less height on launch.
- The small models can really climb but are very sensitive to launch, as well as being sensitive to every adjustment. At one point I thought they might be good for Robby to fly, but he had a hard time achieving any consistency.
- For Juniors, you might want to try a model that's about 80% of normal size. The wings can be built from 1/8 in sheet, which is a bit easier for a novice to shape than are the larger sizes. Such a model is large enough to give some real performance and is less sensitive in all areas than the 10 to 12 in span terrors we tried earlier. Robby is able to handle a model of this size with no problems.

One Region offers an interesting variation on the traditional best-three-of-six scoring. This method involves incremental max times, starting with 30 seconds. The idea is that the flier qualifies for each higher max by making the previous time in a limited number of attempts (say, three for each level). Thus as in a track-and-field event, fliers continue until they fail at a particular max time; the goal being to progress to the final, 60 second max. At that point flyoffs begin. The flyoffs, too, could be stair-stepped in time as required.
Their rationale for using this sytem, which it also uses in standard HLG, is to encourage consistency and reduce the luck factor, giving more fliers a chance to win. It also cane prove chastening, Robby has soundly thrashed me two years in a row - much to his delight.

Catapult Glider eliminates two variables, that can influence contest outcomes in HLG. Physical ability isn't important, and everyone uses the same power plant. In our area as well as in others, the event is quite competitive – and not, as Tad Jones kids, "an event for old men with no arms." Now, why was he looking at me when he said that?"

We in AVAnz will probably keep to the rules for Vintage Hand Launch Glider but state the length of the rubber and the hand to be used.

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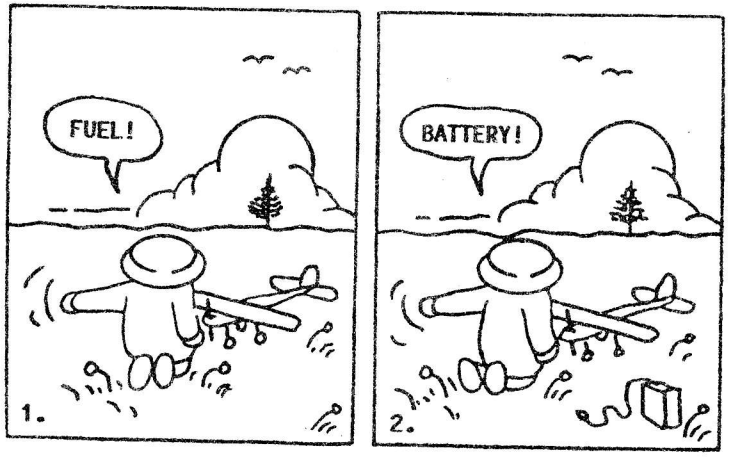

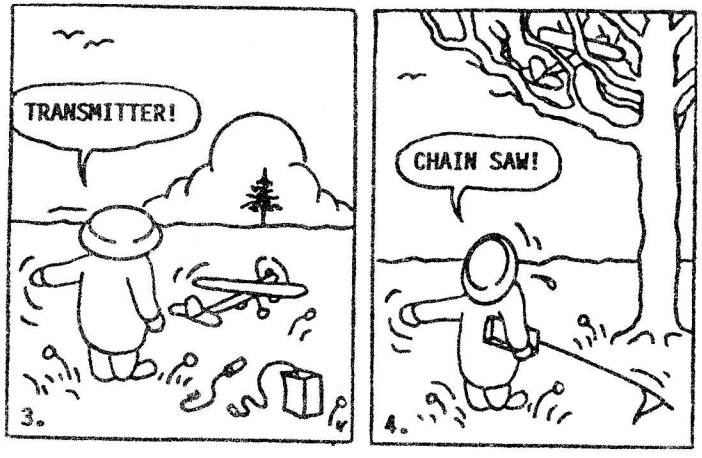

A TRUE HOBBYIST

Well that is my opinion. I ran an article on OTHER HOBBYS where Bryan Marsh was doing his thing with Radios and Hamming around. NOW Here is Bryan Again (going back a bit, in the 60s) hooning around in his 11ft3in Outboard Hydroplane. British Anzani 350cc turns up about 7000 RPM Speed about 50 MPH and very consistant laps around the buoys (Don't know about the girls!!). Bryan used to fly model planes in the air race boats over the waves and now just listens over the airwaves.

LOG BOOK NEWS

No.1 GAS-MODEL LOG B B Marsh
'Scrappy' Gas Model Cost 35/- Batteries 6-6
. Air wheels 17/6 Gas engine 2-10-0

Mar 6 1943 Test Glide Broken motor mount
Lake St John No flights

Mar 20 1943 Test flight Crash under power
Lake St John One propeller repaired
Fuselage wrecked Wingtip shot
tired. Cause? Twist in fuselage & nose heavy. Spin?

New fuselage (open cockpit) Cost 15/-
Repairs to wings & Wing-tip slots.

April 6 1943 Test glide 2 flights Total time 2 mins.
Mangere Motor run 40 sec approx
Climb and glide to left No slots used.
Stall in climb & glide. Engine not full revs
(2) Damage. 1 prop X Rear undercarriage stay broke loose

May 6 1943 Glide good (Calm)
Mangere Flooded engine. No flights

Bunch engine worn and not reliable

Possible cause of crashes is trying to turn against torque i.e.

to the right.
See AVA Newsletter 92/4 issue 23. – 1st Godwit flown late 1944. Also fitted to Flying Boat 1945 later fitted with "Pep" 7/16th. Godwit sold to Rex Teigel
Dec 19th Fitted new Piston Valve engine (Godwit 23)
6 flights, 20 sec motors, 40 sec flights – Mangere, weather fine but windy

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Dec 21st 7.30pm – Mangere – 7 flights. Engine not full revs (loose socket) Engine only powerful enough for sport flying.

Refitted Bunch engine. Smith coil 2 950 cells & new Cowl. New exhaust stack & rubber intake extension.
Jan 14th 1945 – Mangere – 6 flights. Weather hot & sunny with rain clouds. Best flight 4½ mins on 50 sec 003. Other flights good.

March 10 – Mangere – Hurricane Challenge Shield.
Very windy, hot. Won 2 7/6 prizes. R.O.G 28sec 14" prop & 43 2.5sec on 17 sec motor. 1st only official flight.
Aggregate 10 flights total of 12 min 50 sec. 2nd
Hurricane winner 24 mins to 16 mins.
Model hit 2 fences , Willow tree, Macracarpa tree, Power lines & 2 gorse hedges.
Damage – Broken LE & Mainspar, Port wing. Holes in silk. Battery runners broken. 2 props, 2 damaged. Mended wing for last flight? temporary.

Sept 15th Masseys Field, Mangere – Bunch engine fitted with Ohlsson type timer & new carb. Revs not very high.
Hurricane Challenge Shield, cloudy, sun & little wind. 20sec ROG. 33 1/5, 56 3/5 3rd Prize. 2/6 33 4/5. Aggregate total 33 4/5 7 flights. Remainder about 4 under 30sec. 4th place.
Damage – Hit tree and knocked off slots & LE damage. Spun in under glide & smashed elevator. 1 prop.
Had both models in the air at same time. Used both stop watches. AMAC Winners 29mins to 13 mins.

Bunch Engine	2–10–0
Air Wheels	17.–6
Autoknip Timer	17–6
2 3/8" Champ. plugs	19–0
Acme 1/6th H/P	6– 5– 0 Returned motor to Mr Rightson 6–5–0
1¼" Spark Plugs	9–6. 1 exchange 3/8"
"23" Godwit piston valve engine	8–0–0 2 coils, no plug 1 Smith
Helcrest Timer (Plastic)	1–3–6)
1¼" Spark plug	8–6) New Plymouth
1" Spark plug	9–6 Modelair
1 Ohlsson '23'	3–0–0 Sold less coil 2–
1 Godwit 7/16 Diesel	9–15–0 Wisemans
2½" Air wheels (Modelair)	12–6
Repairs to Godwit & Bunch	1–0–0
1 Top Japenese engine	5–0–0 Mills .75 2–10–0
5/8" Diesel (Pepperell)	9–15–0 Pep 21 7–15–0
Vibra-Counter & 'K' glow plug	16–6 Eng. Exchanged for Pep 10.
2 Simp Timers (England)	Sold one A.Rose 5/–
Sold Bunch Engine coils & Plug	30/–
5/16 Deisel (Pepperill)	7–10–0
5/6 Deisel (Pep)(2nd hand)	6–10–0
E.D Bec 1cc (Nats Prize)	3–10–0

No.4 Flying Boat

5ft4 span Godwit 23 Weight with U/C 2lbs 10oz
Hand launch flights & taxi tests. Fiji. One flight 4½min 41sec.

Plane modified to 7/16 Diesel U/C fitted. Weight 42ozs

20th Nov. 1946, Mangere – 8 flights, 6 ROG, Average 1¼mins Climbs to left, glides R.H.

23rd Nov. Mangere – 6pm, calm. 10 flights 2 ROG. 3min flight

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1 Dec, Mangere – 6 flight aggregate. Best flight 9 mins. Landed in trees 3rd flight. Damaged motor mount & sponsons Total 7 flights/

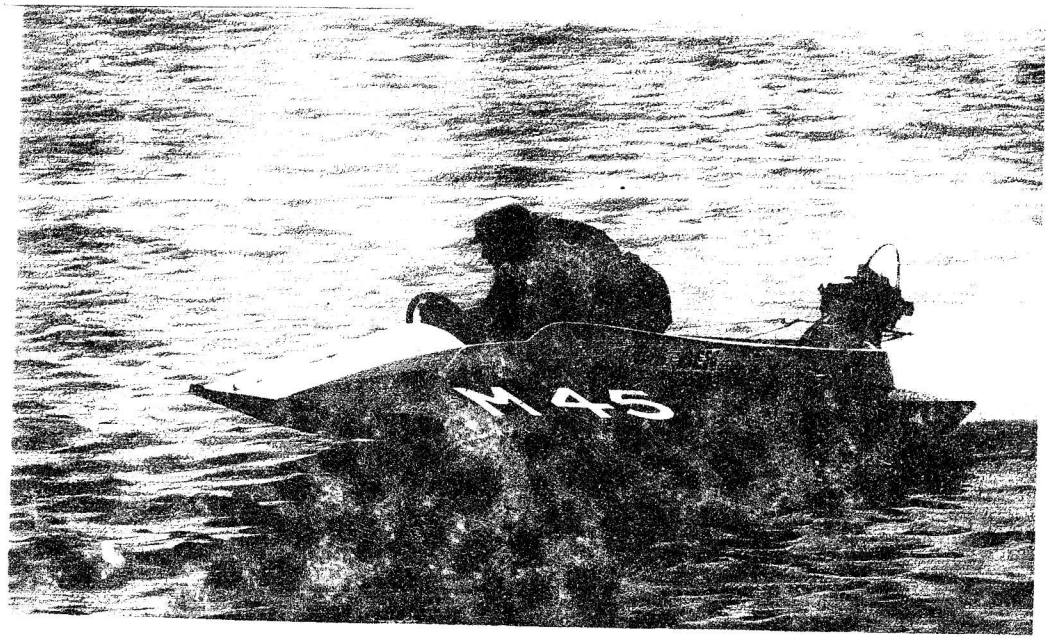
New Year 1947, Lake Taupo – Total approx 20 flights & tests

R.O.W Take off good in wind. (4–5oz ballast ex U/C) Photos taken (damage to hull).

29th Feb 1948, Mongomeries – Windy. Hurricane Shield. 6 flights, 4th place. 7–04secs. Smashed hull & sponson. 1 prop.

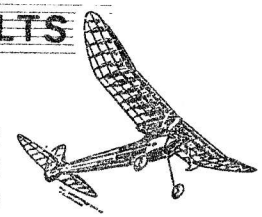
10th April 1949, Panmure Basin – Windy, 1 flight 1½ min. Landed on shore. Other attemps dug in sponson (Hull nose repaired & sheeted. Flare forward of main step. Sponsons screwed on. Top rudders to be added)

Mar 1950, Panmure Basin – 8 flights. Short motor run. Take off good.



Brian Marsh – 'Flying in the 60s'

1/2A TEXACO R/C
INTERNATIONAL POSTAL RESULTS



SAM 26 SANTA MARIA CA

Mike McLaughlin	Playboy	1682	
Dick Monaghan	Snuffy V1	1666	
Ken Low	Interceptor	1568	
Don Bishop	Lanzo Stick	1460	
Charlie Applebaum	Coronet	990	7366

We flew Saturday April 13, weather was warm with gusty winds constantly changing direction and velocity. Some fair thermals, but short lived and also changing constantly. Fortunately we were able to thermal some, as winds weren't usually so strong that we had to just point 'em into the wind. Most engine runs were fairly solid and only two people took an attempt. Eight fliers participated. Thanks to NZ for putting on the event.

Bob Angel – Team Manager.

NB Bob says "I didn't make the results this year. That's because I had a good first flight, but on the second, I followed some helpful buzzards which were showing me the thermals. Unfortunately the poor dumb things didn't realise I had to get back to the field and across the fence to score." *What an unfortunate incident Bob. Better luck next year!!!!!.*

SAM 27 NAPA CA

Sean Crowley	Playboy Sr	1433	
Ed Hamler	Quaker Flash	1355	
Pete Samuelsen	Foote Westerner B	1336	
John Hlebcar	Playboy Sr	1286	
Jerry Rocha	Rambler	1258	6668
Dick O'Brien	Anderson Pylon	823	
Rick Madden	Playboy Sr	750	
Ray McGowan	Wasp	680	
John Carlson	Atomizer	614	

Weather – Early morning temperatures in the fifties warmed into the sixties by 9am and continued to warm close to 70° by noon. High cirrus clouds were no help in locating the few weak thermals all morning. A very light occasional breeze was felt throughout the morning but our

best indications of lift turned out to be vultures, hawks, and high flying swallows. Beautiful weather, but very difficult to max out our flights with the smaller tanks which are now a requirement under the revised SAM rules. We had an excellent turnout of about sixteen club members with nine pilots posting at least two official flights. All utilized 5.1cc tanks.

Hope you all enjoyed yourselves anyway. Good effort.

SAM 56 WICHITA, KS

Jeff Englert	Alert	1741	
Dan Benner	Westerner	1282	
Jack Phelps	Playboy Sr	1233	
Eldon Breazier	Playboy Sr	1112	
Jim Kutkuhn	Sailplane	988	6356
Ed Salguero	Sailplane	737	
Dan Walton	Cavalier	674	

Thanks for a fun event!! We all enjoyed participating.
Dan Benner

Thank you Dan for the results. I am pleased to see my special friends named in dispatches!!

SAM 55 NEW ZEALAND

Steve Payne	Viking	1451	
Tom Charlsworth	Rambler	1185	
Alan Sissons	Super Zombie	999	
Des Richards	Playboy	934	
Neil McDougall	MG2	914	5483
Tony Taylor	Bomber	831	
Brian Roots	Playboy Sr	583	
John Templeman	Playboy	526	

Flew 8 April. Clear blue sky, light breeze, weak lift early but strengthening by third round. Short engine run on second flight but third was just right, impressed a few spectators so hopefully we'll drum up a few converts to 1/2A Toxaco. Cheers Steve.

Weather overcast with only occasional sunshine. Thermals were thus weak and hard to find. Very few flights went up in the glide; this explains the few maxes. The best that could usually be expected if lift was found, was that the rate of descent was slower. Everybody agreed it was an enjoyable contest. Neil McDougall – Team MAnager.

SAM 93 TULSA OK

Jim Steinberg	Playboy	1307	
Marcy Martin	Alert	1169	
Cal Sutterfield	Bomber	1038	
Rick Downs	Coronet	956	
Don Hartman	Alert	955	5425
Bob Tucker	Anderson Pylon	933	

We flew at our alternatie flying site at a friends farm southwest of Tulsa. We postponed a planned attempt on the previous day because of high winds (25–38 mph) in anticipation of more favourable conditions. April 13th saw winds of 5–10 mph for about a six hour window. Temps ranged from upper 40's to the mid 60's under cloudless skies. It would appear that we haven't mastered the small tank with a 15 minute max. I'm basing our %'s on the 15 min. max. Jim Steinberg

Thanks Jim. Sorry the weather wasn't good on the 5–8 April, but that's about what we have every year for the USA International Contest. By the way as everyone was on the samll tank and 15 minute max, I have kept to the actual times for placings.

SAM 41 SAN DIEGO AERONEERS.

Bob Ferguson	Strato Streak	1292	
Ron Falk	Ehling	1129	
Howard Harvey	Bomber	354	
LeRoy Brooks	Elhing	180	
Jim Alaback	Dallance	–	
Bill Aleright	Coronet	–	2955

Thank you Dick for these results. I see both Jim and Bill did not fly, I hope they did not have serious problems.

Well folks, not so many entries this year. Can you please let me know why? I think the results received are very good. The smaller tank shouldn't make any difference to the enjoyment of the participation. If we had changed to a 10 minute max there would probably be too many flyoffs. Well regardless, please send those letters and cards in, with your ideas for any improvements or perhaps tell me why your group did not enter this year. It is always good to hear from you. Myrtle.

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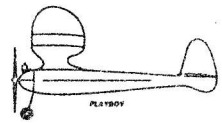

SAM 55 - RESULTS

SAM POSTAL CONTEST - October 1995

	TIMES	POINTS	TOTAL
N McDougall, WMAC			
Combined Precision	62	20	
Combined Duration	81	21	
Chuck Glider	229	22	
R/C Precision	200	25	
R/C Duration	240	25	
1/2A Texaco Scale	158	25	138
H P Clarke LMAC			
Combined Precision	37	18	
Combined Duration	17	16	
Chuck Glider	93	19	
1/2A Texaco Scale	3	24	77
Des Richards LMAC			
Combined Precision	56	19	
Combined Duration	50	20	
Chuck Glider	227	21	
1/2A Texaco	149	20	80
John Templeman LMAC			
Combined Precision	70	23	
Combined Duration	120	22	
Chuck Glider	159	20	63
John Ryan Rotorua MAC			
1/2A Texaco R/C	289	24	24
Frank Higgins Tauranga MAC			
Combined Precision	82	25	
Combined Duration	180	24	
R/C Precision	179	24	
1/2A Texaco R/C	246	22	95
G A Taylor, WMAC			
Combined Duration	180	24	
Chuck Glider	242	24	48
Tom Charlsworth Hamilton MAC			
Combined Precision	62	20	
Chuck Glider	242	24	
R/C Precision	177	23	
R/C Duration	217	24	
1/2A Texaco R/C	287	23	114
John Ingram-Seal Tauranga MAC			
Combined Precision	70	23	
Combined Duration	35	18	
1/2A Texaco R/C	309	25	66
Ivan Treen LMAC			
Combined Precision	64	22	
Combined Duration	32	17	
R/C Precision	124	22	61
Alwyn Graves HMAC			
Combined Duration	180	24	
Chuck Glider	241	23	47
John Crombie WMAC			
Combined Duration	39	19	19
Brian Roots WMAC			
1/2A Texaco R/C	228	21	21

SUMMARY

COMBINED PRECISION		
Frank Higgins	82	25
John Templeman	70	23
John Ingram-Seal	70	23
Ivan Treen	64	22
Neil McDougall	62	20
Tom Charlsworth	62	20
Des Richards	56	19
Pat Clarke	37	18
COMBINED DURATION		
Alwyn Graves	180	24
Tony Taylor	180	24
Frank Higgins	180	24
John Templeman	120	22
Neil McDougall	81	21
Des Richards	50	20
John Crombie	39	19
John Ingram-Seal	35	18
Ivan Treen	32	17
Pat Clarke	17	16
CHUCK GLIDER		
Tom Charlsworth	242	24
Tony Taylor	242	24

Alwyn Graves	241	23
Neil McDougall	229	22
Des Richards	227	21
John Templeman	159	20
Pat Clarke	93	19
R/C PRECISION		
Neil McDougall	200	25
Frank Higgins	179	24
Tom Charlsworth	177	23
Ivan Treen	124	22
R/C DURATION		
Neil McDougall	240	25
Tom Charlsworth	217	24
1/2A TEXACO		
John Ingram-Seal	309	25
John Ryan	289	24
Tom Charlsworth	287	23
Frank Higgins	246	22
Brian Roots	228	21
Des Richards	149	20
1/2A Texaco R/C Scale		
Neil McDougall	158	25
Pat Clarke	3	24

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K & B TORPEDO 29R

Do you remember the request in AVANZ 95/6 when Chris Murphy asked for information. Well the following is one reply received.

"The request by Chris Murphy got me thinking and I remembered that I have one of these.

My motor was purchased from A M Martin Ltd and thinking back to what car I was driving at the time it must have been bought sometime in 1953-54. The date on the one Chris has could be right. Who knows how long it sat on the shelf of some model shop.

It was my understanding at the time that motor was aimed at the Class B T/R market. K & B must have only made them for a short time because Martins only got one lot of them and soon ran out of spare parts. If anyone has a piston & cylinder set I can make mine a runner again.

The left hand mounting lug has a serial number stamped on it A.03285 & 29R on the front of the Plain head.

I also seem to recall that it came with a different size & colour intake inserts.

Sorry I can't throw more light on the history of the motors but I hope this bit of info will fit into the puzzle.

Arthur Pearce.

Well Guys here's a chance to assist a good friend.. If anyone has a PISTON AND CYLINDER SET for a K & B TORPEDO 29R then Arthur Pearce would like to hear about it. Actually let me know so I can pass it on!!

FROM THE DRAWING BOARD OF - Arthur Pearce

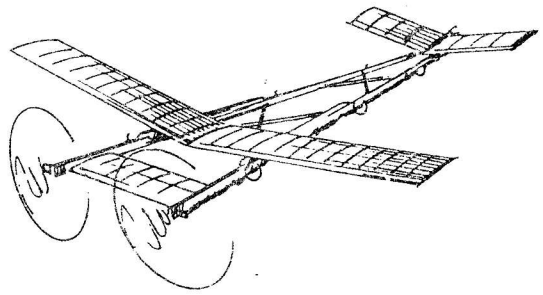
All my building of late has been aimed at Vintage Indoor and I am having a Ball. Last flew an Indoor in 1943. My new one looks like a lot smaller but flies a lot better. I plan to have a Lulu this year.

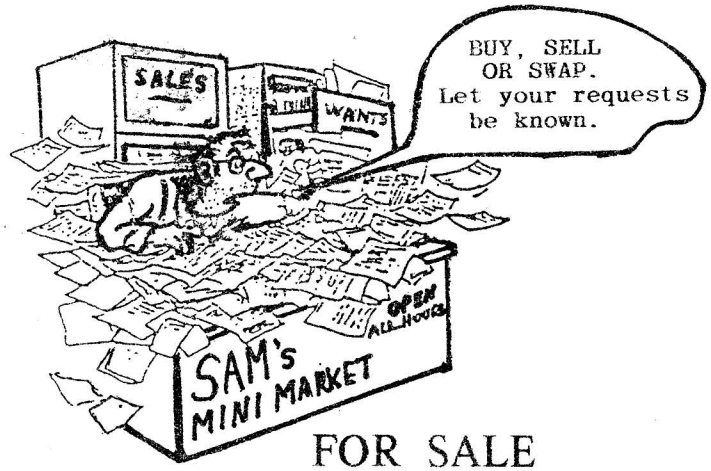
Great news Arthur about your getting back to Vintage Indoor. I agree it is a wonderful experience. I am also very pleased to hear that you will have a Lulu and hopefully get in some great scores for the SAM 35 Postal.

FROM THE DRAWING BOARD of Chris Charnley

My Ascender is now finished, but not flown. I was not well for the F/F Mini meet on Saturday so it will have to wait for another time and there are a number of people whom you know around here who ar willing to help me put it into the air. I am looking forward to seeing it go.
The Airsail 'Sky Roamer' is s-l-o-w-l-y coming together, everyone says they do not fly too well, but you know what it's like if you are like me, you only build models that have that eye appeal.

"WHAT A DAY! THE COMPUTER BROKE DOWN AND WE ALL HAD TO THINK!"





FOR SALE

Two years ago I drew up production plans for the very rare American **1938 CHUNN CHUM ENGINE** and just last year, Arne Hende from Sweden started production of the engine. These engines will be sold through:-

CLASSIC OLD TIME ENGINES
15731 FIVE POINT ROAD
PERRYSBURG
OHIO 43551
USA

If anyone is interested. A few of the first engines have arrived from Stockholm, and the biggest shipment will arrive the first part of April. There will only be a limited number of these engines made and the price is US $225. plus shipping

James E Warnock, P O Box 2776, Whitehouse, OH USA 43571.

Did anyone respond to this adut?
If so I would be interested in the results

Ed.