

❖ AVANZ NEWS ❖

Issue 63

December 2001

FROM THE EDITOR

In this issue

From the Editor

Contacts

*Profile: Rees Jones
our Asst. Ed.*

Electric for Vintage

*Postal LULU
results*

*Zaic plans for NZ
models.*

Events

Plans

This time of the year sees the usual speed up to try and complete all those things that you may have been putting off for some time. On the New Zealand aeromodelling scene the competitive one's amongst us are usually frantically trying to fit in the last minute building of models for our Nationals which are held over the post Christmas / New Year period.

For me it looks as though my Vintage Comps are going to be limited to some of the R/C assist events, as other events I wish to enter clash with the free flight events. I do hope to get around with my newly acquired digital camera and get some photos of the action so we can put these in the next issue.

I have had some feedback from the last issue which was complimentary so that is encouraging, so far I have managed to get enough stuff together to make up this newsletter but more is welcome.

The promised Electric model stuff is not as extensive as I would have hoped for but I will persevere with it. Some purists amongst you may not go along with this trend, but with the experience we have had locally with potential noise problems at our once remote flying site being encroached upon by the lifestyle block or rural urbanisation I feel it may be the lifeline for power models in the future with the vintage style model being very suited to this form propulsion.

I have mentioned our Assistant Editor Rees Jones a number of times in past issues, so in this issue he gets a pictorial. As noted he still maintains a strong interest in aircraft and modelling having an extensive library and model engine collection. We may have more on the latter in future issues.

With summer coming on, though you wouldn't know it in our area with wet windy conditions prevailing, thoughts may turn to putting in your entries for the Jim Moseley Postal event. These have quite a few events suited to small fields so the local park could be used in a pinch which is Jim's idea so we can have some fun. February is the time for the Gareth Newton Memorial in Levin so there is some pictures from past meetings to get you enthused.

On the Postal events it looks as though a few of you entered the Lulu postal the results inside coming via Secretary Myrtle.

All the best for the Festive season ...Graham Main

**NEXT
TIME**
*Nationals
Review*



AVANZ Secretary/Treasurer, Mrs M Clarke, 227 Mill Road, OTAKI 5560.
AVANZ Newsletter Editor, Graham Main, P O Box 55 MAUNGATAPERE Whangarei Country 0250
E-Mail gr.gmain@actrix.co.nz
AVANZ Plans Coordinator, Tony Taylor, 30 Carluke Street, Newlands, WELLINGTON.

The Assistant Editor: Rees Jones and his models.

Our Assistant Editor is a long time aeromodeller having been with the Dunedin MAC in his University years and competing in various South Island and National events during the period. He has been with the Whangarei MAC for many years since moving there to take up work in a Pathology practice.

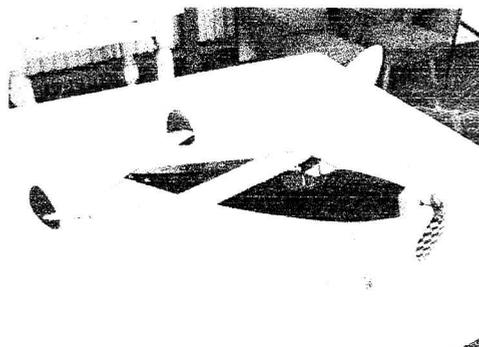
His other interest is diving and underwater photography which has seen him travel all over the world in pursuit of the ultimate dive. Combining his two interests has seen him searching out the sunken aircraft treasures of the Coral Sea which has many relics of WW 2.

Over the years Rees has built up a large library of aeronautical Books and Magazines including modelling magazines and it is this storehouse which provides AVANZ News with plenty of background information we are able to use. Scale and vintage are strong interests in the modelling side and although building has slowed Rees still has a good number of models on which he can draw. These appear from time to time at the Whangarei flying field where they attract a lot of attention. For the Scale or Vintage enthusiast mention of a proposed prototype will usually see Rees come back with enough data and 3 views or plans etc to cover even the most obscure types which is a real bonus for the local club members.

Currently Rees has retired from the medical business and is running a Dive Charter business with his son Gareth out of Tutukaka a resort area northeast of Whangarei. So if any aircraft enthusiasts want to dive at some of the fabulous dive spots offshore maybe Rees is the one to seek out.



Above: Rees with his twin and single pusher canard rubber models.



Top right: Airsail Ascender rubber



Right: The Pusher Canards again, these fly well and would be very competitive in rubber duration.



Left: Just to reduce the embarrassment for Rees here's a picture of your Editor taken in the middle of the night launching his Grant Cloud Tramp. Yes the pyjamas are under the sweater.

ELECTRICS FOR VINTAGE MODELS.

As noted in the Editorial, Vintage and electric propulsion seems not to meet with the spirit of the Vintage Class. With the New Zealand rules however electric propulsion is allowed for and provides the opportunity for quiet and clean operation which may be considered a plus.

The quiet operation of the models is a major advantage and will in the future enable us to retain some of our flying sites which are usually under the threat of loss generally due to noise problems generated by I C engines. I fly both types but I must admit I like the electric types more and more as they are quiet and mess free and once you have the initial set up are less costly to run

Now plenty of stuff has been written on electric propulsion so maybe we should limit ourselves to some of the basics at the moment.

For a start if you have nothing in the way of electric equipment it is an expensive exercise to set up at first. To replace your current I.C engine you will need an electric motor and maybe a gearbox along with a speed controller and a drive battery. In addition there are the plugs and sockets and a charger for the drive battery. Cost for all this varies but you will be looking at around \$250 to \$350 not much more than a new I C engine. With the drive battery you will get many flights without extra cost, so running costs are low. There is a wait between charges but this can be overcome by having more than one drive pack at extra cost of course. One of the early problems was that flight times were limited, but with the newer batteries coming available flight times have increased dramatically. For the NZ Vintage precision and duration events this is not a problem as run times are limited to well within the usual flight times from a fully charged drive battery.

Now there is a whole new terminology to become familiar with, motor sizes are generally rated by the length of the motor for the less expensive type used as at the start.

A 400/480 sized motor will fly a small model of around 900 mm (36 inch) if using direct drive or 1200 mm (48 inch) if run through a gearbox. The latter is about the size of a 1/2 A Texaco model so designs for this class would suit well. The weight of the power train and drive battery is usually close to that of I C engine tank and throttle servo but would be heavier than the Cox unit we use for 1/2 A Texaco so you would need to be careful with construction to take this into account. As a guide airframe weight with R/C gear should be the same as the weight as the Motor/Speed Controller/ drive battery combination, so lightweight receiver and servos would be preferred.

A 600 sized motor will fly a 2 metre span glider type quite well on direct drive and even better on a gear box so Vintage models of around 1500 mm (60 inch) span would seem to be about right for this size of motor and may be the best place to start. The bigger model allows some tolerance with gear placement and lower wing loadings may well be easier to achieve.

An example of the first smaller model, is one I have taken from the NZ Electricflight Web Page. It is a reduced size Black Magic by Eric Jones of Auckland This model is 48 inch span covered with Fibafilm. Power is a Graupner Speed 400 motor driving a 10 x 8 folding prop via a 2.33:1 gear box and using a 7 cell 600 mAh Ni cad drive battery. My guess is it would have a 10 or 20 amp rated speed controller. Servos are 2 x Hitec HS 80's on rudder elevator. For those of you with Net connections try giving www.electricflight.co.nz a call and look on the gallery page for more details. Other sites that will provide you with information and inspiration are Ezone Magazine at www.ezonemag.com and Ken Myers web pages at <http://members.aol.com/kmyersefo>. The latter address has quite a bit of reasonably easy to follow design stuff on selecting the right power combination for a particular model specification.

At home there are more and more stockists of electric gear. One that is specializing in electrics is Hobby Models in Cambridge who has a wide range and also some Vintage electric kits. The address is P O Box 197 Cambridge Phone and Fax (07) 827 8033. Hours are Mon Wed and Fri 9.30 am to 5 pm.

If you are interested, those in the Hamilton area could get in touch with Tom Charlesworth who has been flying electric vintage for some years and would give some pointers for suitable combinations.

In the Auckland area North Shore MAC has a strong interest in all things electric Lex Davidson or Richard Fallas would be the ones to contact there

POSTAL EVENTS. Results

LULU 2001 INTERNATIONAL POSTAL COMPETITION

This year's list of contestants and results :-

		Points		
		Seconds	Flight	
1. Bob Norton	U.S.A	485	170	First
2. L. Smith	S. Africa	302	105	Second
3. Ken Taylor	England	292	105	Third
4. Graham T Lovejoy	N.Z.	277	120	
5. Roy Gunner	N.Z.	270	119	
6. Barry Cowley	N.Z.	249	105	
6. C. Hayward	England	249	105	
8. David M James	England	242	132	
9. Dr Micheal Taylor	N.Z.	227	105	Middle for Diddle
10. Richard Tunstall	England	205	109	
11. Rex Woodruffe	England	203	89	
12. Neil McDougall	N.Z.	200	91	
13. Bert Whitehead	England	196	302	Longest Flight
14. Paul Evans	N.Z.	188	77	
15. Geoff Stubbs	England	185	69	
16. Rudy Klauber	USA	158	66	
17. Peter Spalding	England	140	55	Booby

All contestants flew the 50" LULU except Pete Spalding who flew LULU BABY.

This year's sponsors are:

Fiver each – Ken Taylor, C. Hayward, Pete Spalding and Keith Priest. Fiver for expenses from Dave M. James – thanks again Dave. Tenner from our annual anonymous donor for Middle for Diddle and Booby prizes. Tenner from Jane Howick. Five N.Z. dollars from Graham T. Lovejoy and 20 U.S. dollars from Marrio Perrone, Italy.

All this adds up to £60 in British money. Many thanks to all our sponsors for this valuable contribution. A special mention to GEOFF STUBBS MODEL SHOP, West St, Oundle.

Because of low entries this year due to the farming problems in Britain, I will forfeit the longest flight prize. 1st – 2nd – 3rd, middle for diddle and Booby prizes will arrive in good time.

SECOND PRIZE
Mabuchi
Motor/Gearbox Kit

FIRST PRIZE
Cox Pee Wee
Engine 020

THIRD PRIZE
Skyranger 1949
Sailplane

**MIDDLE FOR
DIDDLE & BOOBY**
2 Rolls Solite Coverine

LULU GOES GREEN

Next year LULU will be allowed to be covered with any sort of film covering. SOLITE being an ideal covering with the backing glue already on. PVA glue can be used on the framework thus allowing the plane to be made completely solvent free.

Thanks for all your letters and photos, in particular Richard Tunstall, who had to make up quickly "an apology for a bungee" out of old, broken 4" elastic bands! *Best Wishes Paul.*

N Z Aeromodelling Plans. A Note from Bernard Scott.

Frank Zaic's annuals are always on my reading list, and I often come across model contributions from antipodeans.

A quick list -

- Vern Gray Outdoor Rubber 1938 p91
- Vern Gray Indoor Rubber 1938 pl33
- Bill Mackley Outdoor Rubber 1938 p89
- Frank Bethwaite Nordic A2 1951/61 pl81
- Pat Clarke Nordic A1 (x2) 1959/61 p192
- John Malkin Nordic A1 1964/65 pl41
- John Malkin Wakefield 1964/65 p90
- Devon Sutcliffe Wakefield 1964/65 p90
- Brian Roots Paaload 1964/65 p74

Thanks for this Reference Information Bernard. Ed.

EVENTS calendar

JIM MOSELY'S 10th ANNUAL WORLDWIDE POSTAL COMP.

This one let's you try a good number of events Starting 1st June 2001 and running through to 17th February 2002.

The purpose of this postal contest is to encourage friendly participation between aeromodellers world-wide with the emphasis being on low key flying without the pressures of regular competition. A variety of events are offered including classes for types and sizes models which might now be overtaken by modern developments or are perhaps too small to be considered for competition work. Most events are well established but new this year are TD Slow Power, Dime Scale duration, Embryo Endurance and Cloud Tramp with the previous Vintage/OT 'Large Glider' class now uprated to Classic Glider.

There are 16 events covering the full range of F/F from HLG to Scale

Contacts.

Jim Moseley, 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada.

E mail jjmoseley@look.ca

Or

AVANZ Secretary

Myrtle Clarke, 227 Mill Road, Otaki, 6741

GARETH NEWTON MEMORIAL

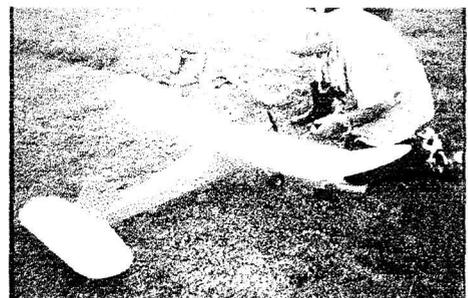
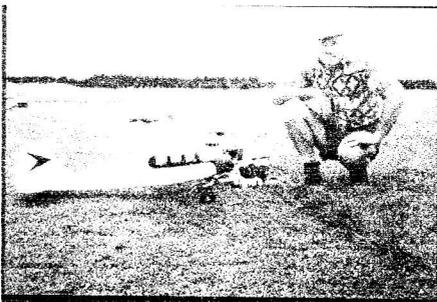
2nd & 3rd February 2002

Venue: Levin MAC flying field, Tararua Road.

Events: F/F O/T Precision Combined.
 O/T Duration Combined.
 O/T Catapult Glider.
 O/T HLG.
 O/T 020 Replica.
 Nos Duration Combined.
 Nos Catapult Glider.
 Nos HLG.
 R/C O/T Precision.
 O/T Duration.
 O/T 1/2A Texaco

All events will be flown over both days. Flying hours are 9.00am to 4.00pm Saturday and 9.00am to 2.30pm Sunday. The AVANZ AGM will be held after the prize giving on Sunday.

For further information contact Neil McDougall, 60 Heke Street, Ngaio, Wellington, 6004, ph (04) 479 3106

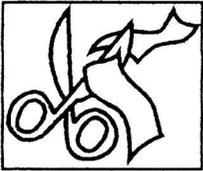


GARETH NEWTON MEET 1998.

A Flashback, *photos from Myrtle Clarke.*

Left Top. Alan Sissons with his R/C assist model
 Left bottom: The Rubber corner, Graham Lovejoy front Paul Squires behind him and my apologies to the other gentlemen as I have no names for you.
 Top Right: Tony Taylor with his Texaco Scale Curtiss Wright
 Right: The late Pat Clarke deep in his R/C assist model.

SEE YOU IN 2002



SNIPPETS

- An email from **Jim Moseley** indicates that he approves of **Graham Lovejoy's** choice of the Veron Goblin a diamond fuselaged 20' rubber job from 1949 for the postal event. Jim's comments are "This little airplane flies far better than one could reasonably expect from its size and diminutive wing area and is 'on rails' at all times looking like an 'oldfashioned' Wakefield in the air. 90 second flights from mine are very frequent - yesterday, a couple near three minutes in near calm, cool sunny conditions with some gentle lift obviously around at times. It's only snag is that, with wing and stab through slots in fuselage, it can't be d/t'd so every flight is a gamble ... longest so far is over 8 minutes" Sounds as though you have a good design there Graham.
- The LULU postal results have been sent in by Secretary Myrtle, and the NZ entries did quite well the results are posted elsewhere.

THIS MONTHS PLANS.

Held over from last month is the **Keil Kraft Vega**, this one seems to be pre 1950 (ref page 8 of V. Smeed's favourites of the 50's) so is Vintage in NZ and looks to be a handy catapult size. Note I have had to scale this one down to fit the page.

One that's caught my eye has been the **Red Ripper**, mainly because its different very angular (ugly?) but looks a potentially useful duration machine. Taken from the Model Builder it was first published in the July 1940 issue of Flying Aces. There was an article on the model that was built by Dan Bekins of SAM 27 some time ago but it seems to have been blocked when I tried retrieving it on the Net. It is very strange but often when I have a model in mind to publish information seems to start appearing in magazines about it either in some old ones I have just got hold of or in the latest out. The Red Ripper was one of those.

The last model is one for the N.Z. Nostalgia era. A set of Air Trails recently located by our Assistant Editor for the 1955 year had Perryman's **Little Nordik** in the September 1955 issue a different look to this one could make it appeal.



Geoff Dunmore with a mini Dizzy Diesel electric Free flight at Old Warden Sept 99 *G Main photo*



Geoff Dunmore with his Wasp electric Free flight at Old Warden *G Main photo*

KEIL KRAFT KITS

E KEIL & COMPANY, LTD.

Present "VEGA"

LENGTH: 10 1/4"

SPAN: 12"

1/32" Balsa Sheet

1/32" Balsa Sheet

Cement Fairings at Wing Joint

- 1 CEMENT TAIL-PLANE IN PLACE
- 2 ATTACH FIN TO THE FUSELAGE & TAILPLANE

CEMENT SKIN

SAND DOWN THE WING PANELS TO THE SECTION INDICATED AND CEMENT TOGETHER - SCOOP A SHALLOW 'V' IN THE FUSELAGE BEFORE ATTACHING THE WINGS

LEAD WEIGHT
CEMENT SKIN

SIDE VIEW

ROUND OFF CORNERS EXCEPT AT WING & TAILPLANE POSITIONS

INDOOR GLIDER

WHEN ASSEMBLED, ADD WEIGHT TO THE NOSE, UNTIL A LONG FLAT GLIDE IS ACHIEVED

VEGA

PLAN VIEW

1/8" SAND DOWN AT TIP

FUSELAGE MADE FROM 1/16" THICK HARDWOOD

FLYING:

TRIM TO CIRCLE TO THE LEFT, BUT LAUNCH IN A RIGHT BANK TO ACHIEVE A FIGURE 'S'

1/16" SHEET WING PANELS

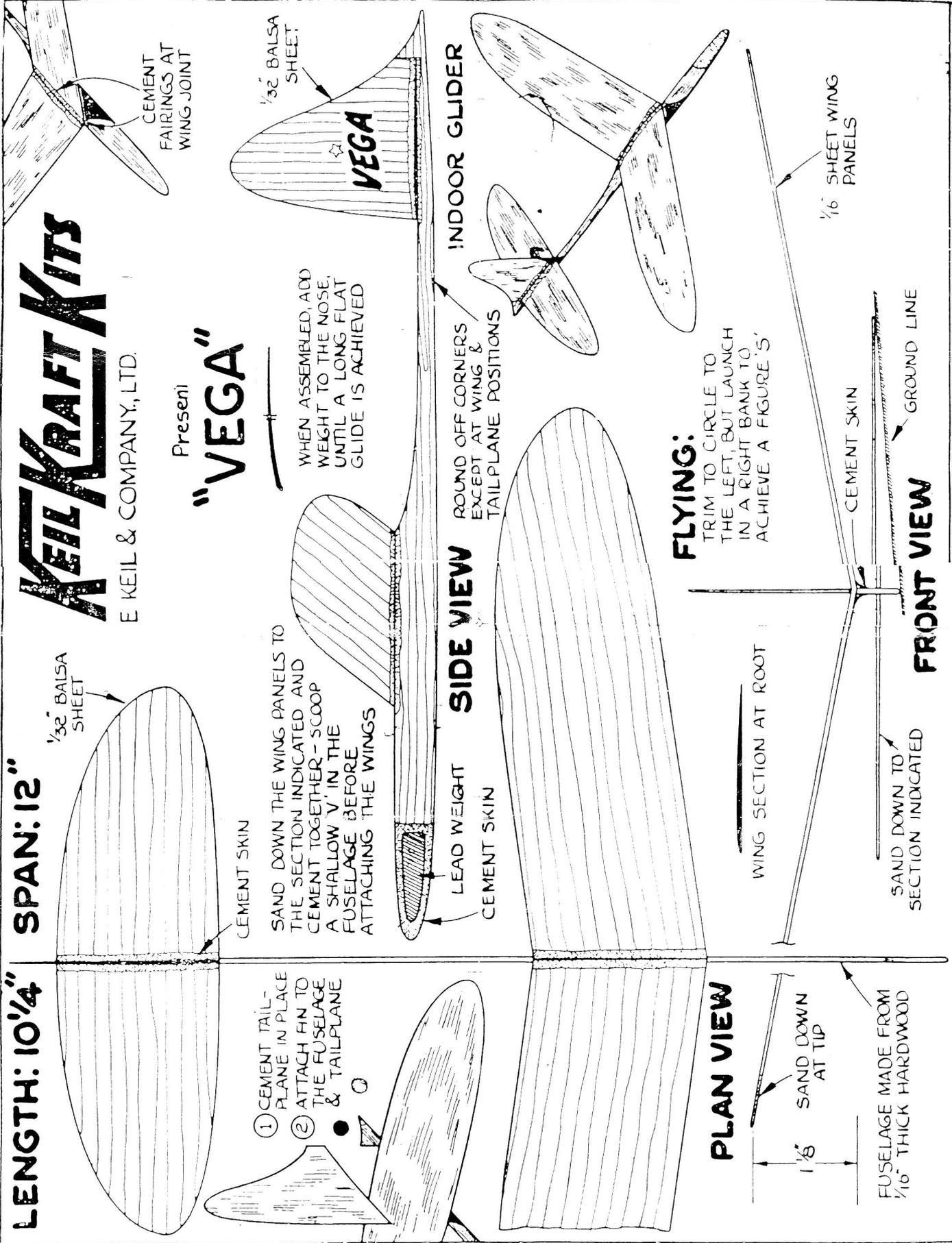
CEMENT SKIN

FRONT VIEW

WING SECTION AT ROOT

SAND DOWN TO SECTION INDICATED

GROUND LINE



"Little Nordik" TOWLINE GLIDER

By **GEORGE PERRYMAN**
Member U.S. International Competition Team



First contest "Little Nordik" entered was a National meet. It not only won first but set national record, too!

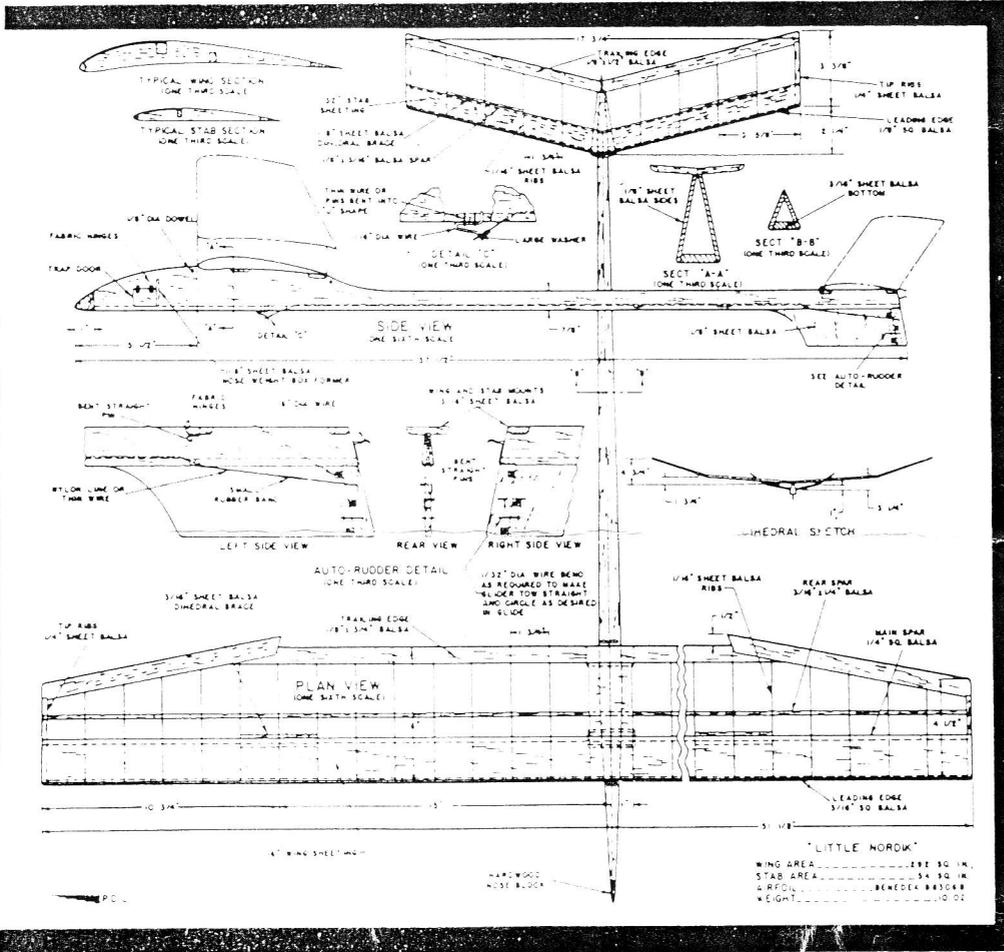
medium sheet balsa to the shape shown. The bottom is cut from three-sixteenths medium sheet. Bevel the edges of the bottom piece as shown on view A-A, and pin down on a flat board. Bevel the sides at their top as shown on view A-A. Glue the two sides to the bottom and let dry. Before pulling the top of the fuselage together, insert the nose weight stop about 3 1/2" back of the nose and glue. Pull the two fuselage sides together and glue beveled edges. When dry, glue on noseblock and carve to shape. Sand the whole fuselage to a smooth surface, and apply Silkspan over the whole structure. This prevents holes from splitting under hard landings. Cut notches in fuselage and add the wing and stabilizer mounts. Add dowels for wing attachment, hooks for stab, and glue on sub-rudder. Cover the wing and stab with rubber-powered Silkspan and apply four coats thin dope with a bit of castor oil added.

Flying is simple. Add nose weight until ship balances 2 1/2" from trailing edge of wing. The wing is normally set at 4 degrees but slight adjustments may be made by adding shims under leading edge to correct diving tendency, and under trailing edge to prevent stalls. A word of caution here: never add more than one-eighth inch under trailing edge of wing on this design if it stalls, but rather, add more nose weight.

The auto-rudder is easily manipulated. Slip the tow cord ring over the hook, and slide the spark plug washer with line attached to rudder over end of hook as shown in Detail C. Circling in glide is obtained by bending wire attached to fin to allow rudder positioning. With a little practice, you achieve a straight tow and smooth right circle in the glide.

Be sure to utilize the dethermalizer, because if you fail to light the fuse you may be in for quite a hike.

Remember, it has been said: "The only difference between an expert and an amateur is plenty of sandpaper and a strong thermal." This may not have been that famous old Chinese philosopher and box-kite flyer, Confucius, but it was a mighty wise man nevertheless.



Here's one outstanding authority who admits he's lazy, so he designs 'em simple yet they fly like crazy!

■ *Little Nordik* was designed to eliminate fancy formers, bulkheads, and stringers, yet retain appearance and performance. I have long been an advocate of simplicity of construction mainly because I'm too lazy to build the hard way.

The basic design follows closely that of big brother *Nordik* which I flew in the 1953 International Glider Championships held in Yugoslavia. The long tail moment arm permits use of an 18% stabilizer. This utilizes the total area of 350 sq. in. to best advantage by putting most of it in wing area which is what determines to a great extent the glide. First contest *Little Nordik* entered was the Nationals at Philadelphia where it won the open division with a new national record of 12:13.

The automatic rudder makes possible a straight overhead tow, which contributes considerably to altitude over most present gliders flown in this country. Few American gliders will attain full height on the tow line. This auto-rudder is a variation of European methods.

The wing airfoil section, the Benedek B8306B, was derived from work done by Dr. Georges Benedek of Hungary. This section is found on many Continental designs, and has an outstanding lift/drag coefficient.

The construction of the wing and stab is handled in conventional manner like that of most planes you have built, so I will not go into detail. The fuselage, though a bit different, is a pleasure to build. Cut the two sides from one-eighth

"LITTLE NORDIK"

WING AREA	.....	492 SQ. IN.
STAB AREA	.....	34 SQ. IN.
TOTAL AREA	.....	526 SQ. IN.
WING WEIGHT	.....	11.00 OZ.
STAB WEIGHT	.....	1.00 OZ.
TOTAL WEIGHT	.....	12.00 OZ.