



FROM THE EDITOR

Just recently the Editor represented the Vintage group at the Model Flying NZ AGM and Combined SIG meeting. There was quite a bit of discussion about the safety aspects around Large Models with some noting that, with the ARF style models available in large sizes that exceeded the specified CAA limits for models, that there was a potential problem.

It occurred to me that with the Vintage scene this is an unlikely occurrence though models like Boehle Giant and twice size Quakers that have graced some Vintage articles elsewhere could exceed these limits. One aspect is that Vintage is one area that the ARF revolution has not yet touched, so most of our models are built from plans with a few from kits or partial kits. Looking through these pages there are some good examples of the Vintage building art form, and also some description of the pleasure putting together a nice model brings.

At the above AGM I was talking with a well respected older modeller who told me of the pleasure he and a group of similarly aged friends were having with small vintage models being flown in a nearby park. These were both electric RC and rubber powered. One model mentioned was the Modelair Sportster rubber job scaled up about 25% that apparently is a great little flyer.

Yes we can still have plenty of enjoyment with our simple designs. Electric and Texaco seem to be the theme of this issue with some very good input from our readers that might stir some debate. Postal events are another topic getting wide coverage. These do not seem as popular as one would think they might be. Considering that they can be flown at any time that suits you and at your chosen field it would be good to see more NZ entries. Why not give it a try for the next year?

The Nationals in early 2011 will again see Vintage competitors at Carterton. There is a slight change to the programme layout this year with the Rally day being on the 3rd day with no contests programmed except for Aggregate in the evening and I understand the usual Pulse Jet flight later in the evening. The Vintage events will be the same as last year and in the same order but this will come out in full in the September issue of the Flier's World.

What we do require is helpers to run the Vintage events, we have an overall Vintage Competition Manager but need some day Contest Directors especially on the days we have the RC events in the afternoon. If you can assist let the Editor know soonest.

Well that's about it for this time, all the best flying and building to you Vintagents!

Graham Main.

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Champs

AVANZ Newsletter Editor, Graham Main, P O Box 55 MAUNGATAPERE Whangarei Country 0152

E—Mail gr.gmain@actrix.co.nz Phone (09) 434 7333

AVANZ Plans Coordinator, Mark Venter, 30 Manor Place, Bryndwr, CHRISTCHURCH.

E mail avanz.plans@xtra.co.nz

Suggested Developments for Electric Vintage RC Texaco

By Wayne Cartwright

Electric RC Vintage Texaco has great potential for development as suitable motors and batteries continue to cost less and perform better. A goodly number of current vintage people seem to be interested and there are prospects for the events attracting into vintage competitions other folk whose initial interest is electric models.

So, what is holding it back? Discussions that I have had suggest that aspects of the Provisional Rules should be reviewed. It seems that people are unwilling to commit to building to rules that have obvious shortcomings. To be fair, it seems that the current rules were written some time ago, so it is really a question of updating. The following are some comments and suggestions that may help.

Model Sizes

The concept of two classes – one over 400 sq in and one under – is fine. However, why does the smaller class also have a minimum of 300 sq in? This excludes the possibility of converting to electric many 1/2A plans and kits that are under 300 sq in. I suggest that this choice be left to the modeler.

Battery Type and Capacity

The current rules require Nicad or NiMh batteries. This is simply out of date and the rules should be modified to allow LiPos. The US SAM rules have allowed LiPos for several years. The rules also specify maximum battery capacities. For Electric A Texaco, this effectively places an upper limit on model sizes because any model larger than about 500 sq in would be under powered. I suggest that it would be better to relate battery capacity to size of model, thereby leaving it to modelers to decide the size. Somewhat larger models are attractive to those of us with limited eyesight. This concept has already been adopted provisionally for our Electric Vintage RC Duration, so we would have consistency across our electric rules.

The US SAM rules approach this by relating battery capacity to number of cells and model weight, and they seem to do well with it, so it is a good place for us to start. However, I suggest that we convert the SAM weight rule to an

equivalent rule based on wing area. The advantage of this approach is that power rules based on wing area are self-policing. This is working well for our other vintage rules.

The US SAM rule for maximum capacity of LiPos is 200/cells per ¼ Lb model weight. Based on a wing loading of 10 oz/sq ft an equivalent rule can be calculated as 500/cells per sq ft, which is 3.47/cells per sq in.

I suggest that this be rounded to 3.5/cells per sq in. Then, for example, a 600 sq in model would have a maximum battery capacity of 990 maH with two cells and 660 maH with three cells. Such a model would weigh around 2.5 lbs and, given a rough rule of thumb that about 60 watts per lb would deliver a slow but steady climb, 150 watts input would be needed. To deliver this, the motor would be selected and propped to draw 20 amps on two cells and 14 amps on three cells. On these assumptions, the theoretical motor run time would be around 3 minutes in both cases. This seems about right to achieve flight times that do not risk aging necks! However, many other feasible power/run length combinations would be available. Moreover, if experience suggests that the motor runs are too short, it would be easy to adjust the constant in the rule upwards from 3.5.

I note in passing that the above motor-run calculations assume full battery run-down, with no capacity left to power the airborne radio. There will be a strong case for disconnecting the BEC and using small separate airborne battery packs.

The US SAM rule for NiCad/NiMhs is 700/cells per ¼ lb model weight, which converts to 12.1/cells per sq in.

To me, this suggested rule looks straightforward and it should be fun.

The Electric Vintage 1/2 A Texaco Class

I think that it will be great to continue the 1/2 A Texaco tradition but without the Cox hassles. I acknowledge that some people will want to do this with ungeared Speed 400 motors, but I suggest that there will be others who would prefer a 1/2A electric Texaco experience with smaller and lighter (and relatively inexpensive) outrunner or geared inrunner motors.

Hence my suggestion is to have two sub-classes, which could easily be run together. One class would have the same rules as the larger class, except for wing area limited to 400 sq in. The other subclass would require an ungeared Speed 400 but including the rule for battery type and capacity suggested above.

The Age Bonus Question

The present provisional rules specify no age bonus. With the date eligible models set at 31 Dec 1959 – which is great – I suggest that the absence of a bonus will result in most chosen designs being from the late 1950s. Is this what we want? I doubt it and would like to see the same incentive for older designs that are standard elsewhere in our vintage rules. That is, apply the same age bonus rule but count back from 1959.

Props to be Stopped

As with the duration event, I suggest that props must be stopped when the motor is not running – no freewheeling allowed.

Naming the Classes

The '1/2 A' name is appropriate but 'A Texaco' seems to be a misnomer for the over 400 sq in class. Some models will be much larger than those seen in IC A Texaco. I suggest the 'A' be deleted.

There we are – intended as food for thought and discussion. It would be quite easy for these suggestions to be drafted for inclusion in revised provisional rules.

Wayne Cartwright

A few words on 1/2 A Texaco Scale *by Allan Knox*

Hi, I was looking around for another vintage project and found we have a set of rules for 1/2 A Tex Scale built around that little engine we all love to hate, the Cox Babe Bee. My club mates are mostly sport power R/C fliers here in Blenheim so I figured I should be able to build something that would fit into that scene too. This class is a little different in that it doesn't need a genuine vintage plan, it can be any plan of a full size airplane predating 1950. Now I had a thought, if I could find a genuine vintage scale power plan of a pre 1950 airplane it could qualify for normal 1/2A Tex and back up my existing model as well.

So where could I get a vintage scale plan? Well I remembered that Aeromodeller had some in the 40s so I contacted Gary Burrows who is a keeper of lots of old mags and a great fountain of knowledge. He soon had scanned copies of a variety of models coming through on Email. There were some beauts too. Typhoon, Chipmunk, Beaver, Chrislea, a Boeing but I really liked J Greenlands little Chilton DW1 racer from 1949



Now the Chilton is a historic Kings Cup racer and there were only ever 4 originals designed and built by some De Havilland engineers in their spare time back in the mid '30s. These things did over a 100 MPH on a Ford 10, cast iron blocked, side valve engine. Amazing really when I remember my own asthmatic Ford 10 barely doing 50 mph!

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Some of the original DW1s survive and there is a wonderful site dedicated to them if you are interested. See <http://www.chilton-aircraft.co.uk/newlybuilt.html>. I choose to do G-EASZ in its silver and red livery. It is resident in the Shuttleworth collection these days.

The DW1 is a low winger with minimal dihedral so it needs ailerons but that is easy and cheap these days with a couple of \$10.00, 9 gram, Chinese servos. I'm grateful you guys didn't ban ailerons at that last SIG AGM as this plane just is not controllable without them. Anyway, the next decision was how big and how heavy? I knew I had 8 minute plus performance from my 48 inch span 390 sq in area Skipper at 21.5 ozs. The scale model would have much more drag so needed to be smaller and lighter to get the same climb rate. How much smaller was the question? Well I knew the propeller and RPM so could work out the power being produced so I fiddled the Motocalc electric power system design software to do some comparisons. This indicated that a 45 inch span Chilton down at minimum wing loading of 8 ozs/sq ft would give me an 18 oz model at 324 sq ins that should make 8 minutes. Well that was the theory anyway.



Mr Greenlands Chilton plan is just 36 inch span so the photocopier was pressed into service to blow it up. I needed to stay with the normal 1/2A Tex rules if it was to cover that class too so I had to keep all sections, areas, moments and angles the same as well as preserving the look of the original. Some reinforcing is allowed and modern materials too so my fibreglass cowl is OK as is the film covering. I really worked on wood sizes and density to keep the weight down and the model is built almost like a rubber model with a lot of open structure, again per the plan.



So to the build. It was pretty standard stuff really. Like the original, the Centre section is glued to the fuselage but the tips are removable on a couple of carbon joiners and I made the tail bolt on too with light nylon bolts. I figured the tailplane would need shimming to trim it so this would help.

The photo left shows the bones.

Monty the Pilot is a beauty built for me especially by Ian Harvey who is a master at these



Radio is very light. 9 gram servos, carbon push rods, 300 lipo for power and a light full range 2.4 GHz Spectrum Rx. All this with Sol-lite covering meant I was on target weight just about. She came out at 19 ozs (target 18).



As everyone knows, the key to 1/2A is a reliable engine with a long run. I have a couple of these through skill or, more likely, good fortune. Mark Venter built the one in this model but my own recent rebuild in the Skipper is just as good. You can buy all the new parts you want for these from the new Cox suppliers in Canada. <http://coxengines.ca/product.php?productid=190&cat=16&page=1> They are really cheap and are a great source of the gaskets, shims and the 4 slot boost ported barrels from the later Babbee that are needed to get the long runs. Both mine run reliably to 5 minutes 30 secs in the air on an 8.5 by 4.7 prop. I use the APC slow flies cut down but their standard 9 by 3.7 (I think) works fine too. Fuel is important. I use 7% cool power caster synthetic oil and 7% nitro the rest methanol from Trev Henderson. Many say it should be double filtered and I'm sure it helps but I don't and the engines are fine first flick starters once

flooded by pressurising the tank during filling. Once warmed up, tuned a whisker rich then topped up, both motors do the numbers.

It was Mark's motor that went into the Chilton and it ran fully cowled as well as it did out in the open in the Skipper. It looked lovely when completed

So on to the first flights. Well it flew fine but needed trimming. That tailplane need the leading edge shimmed up to reduce the decalage then she was fine but very marginal for power. All that bulky fuselage, wheel pants and the likes did take their toll, more than my motor calc analysis suggested. She has the glide angle of the space shuttle so is down pretty quickly. I have finished with a 6.5 minute still air model, not the 8 minute plus one I needed. Having said that 6.5 minutes is not too bad and would win a few 1/2A Tex contests as many would know so I wasn't too disappointed with the out come. I do have a lovely little sport model that I can swap a cheap and cheerful Chinese outrunner and Lipo into for some really high powered fun. I haven't done this yet but I will as the motor mounts are set up for both the Cox and the electric. The best of all worlds



So what are the lessons? Well your really can build a model to handle both 1/2A classes. Build it smaller and lighter than mine though. I think 290 sq inches and 16 ozs is as big as you should go to overcome the drag penalty of all that scale stuff. Do consider aileron, after all these are models of real airplanes that were designed for them and fly all the better when fitted. I used a new wing servo mount method that I really like on this one. The servo mounts into the centre section end rib with the servo arm pointing down below the wing. It then slots into the outer wing end rib and skin as the outer slides on. You can just see the linkages in the flying photo.

Finally, we have a couple of NDC events each year so how about giving it a go.

If you are not interested in covering both classes than check out a few of those old scale rubber plans from the 30s and 40. They are light and simple and are ideal for scaling and converting to Cox power. If you want to cover both, how about the Aeromodeller Chipmunk? Or even this little Chilton. Let me know if you want a copy of the plan.

Good flying, *Allan Knox.*

The Editor's 1/2A Texaco Scale.

Some time ago the Texaco Scale event caught my eye as one that combined my interest in both Scale and Vintage. For my effort, that was rather poor compared with Allan's described above, I went for a simple design and finally chose a Martin MO1 that seemed pretty basic. I scaled up a Peanut plan to 1/2A size and built that rather more solidly than required. The model uses just Rudder and elevator. First flight trials were pretty hairy so I added a little more dihedral and some washout to the outer panels. Eventually I did get it flying but what with poor motor runs and an overweight model flight times were only around a minute or so. With the 1/2A Texaco event going back in the NDC Calendar I took my MO1 out of storage and cleaned all the dust off and had another go this July. While I still had the same flight times the model does fly quite well and so I may persevere with a fuselage rebuild to lighten the model substantially. *Graham Main*



SAM 2001 AQUILONE Italy TOMBOY RALLY 2009-2010 – 2nd year

By Curzio Santoni

The 2nd Year of the SAM2001 of the Tomboy Rally Postal Contest ended May 31st 2010 and we have received the results from Giancarlo Lusso and Curzio Santoni the organisers.

Many Tomboys participated and there was a good increase in times flight for the first three contestants over last year.



Unexpected, surely, was that the winner was an Italian modeller, 85 year old too!. Yes I am very happy than the winner of 2nd Tomboy Rally P. C. was Gino Ursicino (*see left*) with a great 35 '20" made in a sunny morning of April near Rieti (60 miles at east of Rome). Gino said to me that he had stopped his watcher when his Tomboy had self- landed near the club field, because Rx battery was empty and almost 20 minutes of flight was made without control!

Dete Hasse from Australia was placed 2nd with his very neat Tomboy, that ,for the organisers was the most pretty model of this round, with a

brilliant 34' 50" made on September 1st 2009. 3rd placed was another Australian modeller, Brian Deason who had made His best flight, 25' 11", July 17 th 2009. In that trial Les Davis took a very nice picture taken where, in hand launch, the wheels of Brian's Tomboy seems to be a pair of spectacles! (*see right*) Les Davis', skill with Camera and with his Tomboy managed 4th place with a time of 24'44" in June, 5th 2009. Like last year's event Australian modellers proved very competitive and love this little Vic Smeed design because half the modellers 10 of 20, live in that extraordinary land.



We want, SAM 2001 President Giovanni Ridenti, Gianfranco Lusso and Me (Curzio Santoni), to thank Paul Baartz who organized Sam 270 members met at the Cardup flying field on Sunday 22nd November 2009. In his report, he described weather great, light winds, very little cloud, warm at about 22 degrees C and some really good thermals passing over the field. The best time, and the winner, of the meet was 14' 15" by Rod McDonald and the other friends, Ian Dixon, Paul Baartz, Alan Trott, Gary Sayers, Rob Rowson and Gary Eyre had flights with honor.

In this years event another Tomboyist who lives in Southern hemisphere wrote his name in the placings, the well known Editor of AVANZ. NEWS Graham Main from New Zealand with a good 6'44"; His Mills 0.75 powered Tomboy had to try hard to find some updrafts in a sunny day in which there was only downdrafts. Good Luck Graham for next round. The first European modeler in the list was co-editor Gianfranco Lusso, placed 5th, with 17' 11" made on his club field near Nice (France). Lusso had enhanced his time flight and placing from the last round (7th with 15'46"). During the winter and spring Gianco hoped to improve his time but bad weather conditions prevented this; "Well, what now?"



he asked himself. " I will fly indoor!!!". So, as you can see (*left*), Gianco flew with his Tomboy in hall of the Flower's Market of Nice". Probably the only Tomboy that had flight indoor in the world. 6th placed Raphael Braud with 14'45" hoped to improve his good time but his parents have required that his Tomboy flying waited until he had good marks and the end of School. For the other Italian modelers in rank 8th Cavallaro Eros, 13' 57", (5th with 19'30" last year) changed his I.C. Letna 0.6 for an electric motor but has lost some position in rank (and 6' minutes in time flight) 11th Wessely Giancarlo 10'23"(had gained with a change from Mills 0.75 Irvine to an electric motor), 12° Santoni Curzio (shame!) with 8'56", Di Chiara Gian Franco, Sagnotti Maurizio e Riccardelli Antonio with time flight under 6'. Gianfranco Lusso

and I want to thank all the contestant who flew in this second Tomboy Postal Rally and all the other friends that did not take part in this contest for some troubles like Lou Amodio (Auguri per la nascita di tua nipote), past winner Pieter Moerkerker and all friends of IMAC and of GCMAC (a special Ciao to

John Brennan), Garry Henderson-smith Joska Vladislav, Tascone Valeriano e Musella Francesco. We will send to all the Diplomas and the prizes (personalized T-Shirt) at Gino Ursicino, Dete Hasse and Brian Deason and We hope you will send in your times for the 3rd TOMBOY RALLY that started June 1°2010 and runs up to May 31° 2011.

Gancarlo Lusso and Curzio Santoni SAM 2001 Italy

RESULTS

GINO URSICINO	ITALIA	EL	35,2
DETE HASSE	AUSTRALIA	EL	34,5
BRIAN DEASON	AUSTRALIA	EL	25,11
LES DAVIS	AUSTRALIA	EL	24,44
GIANFRANCO LUSSO	SWISS	EL	17,11
RAPHAEL BRAUD	FRANCE	EL	14,45
ROD MCDONALD	AUSTRALIA	EL	14,15
CAVALLARO EROS	ITALIA	EL	13,57
IAN DIXON	AUSTRALIA	IC	13,32
PAUL BAARTZ	AUSTRALIA	EL	11,01
WESSELY GIANCARLO	ITALIA	EL	10,23
CURZIO SANTONI	ITALIA	IC	8,56
GRAHAM MAIN	NEW ZEALAND	IC	6,44
DI CHIARA GF	ITALIA	IC	6,3
SAGNOTTI MAURIZIO	ITALIA	EL	5,37
ALAN TROTT	AUSTRALIA	IC	5,02
GARY SAYERS	AUSTRALIA	IC	5
ROB ROWSON	AUSTRALIA	IC	4,28
RICCARDELLI ANTONIO	ITALIA	IC	4,25
GARY EYRE	AUSTRALIA	IC	2,52

READERS WRITE.

First up from John Butcher in Tuakau

I have just read Wayne Cartwright suggested developments for electric Vintage RC Texaco and I have to agree with mostly all of it certainly it seems the course to follow and most importantly bringing more flyers into vintage competition. Huge advances in battery technology and to a lesser extent motors over the last few years may have leveled out enough to give us a stable platform from which to formulate new and more permanent rules. Currently an 2s 800 maH LIPO costs around \$20 compared with a 600 maH NICD 8.4 volt which recently cost \$69 also more expensive, heavier and not entirely satisfactory. Also I think a power loading formula as suggested by Wayne could very likely cover future battery and motor developments reasonably well. Hopefully the end result keeps construction and flying skills to the forefront.

Sunday July 11th right in the middle of nice spell of weather a big turnout at our field 11 flyers in all some very interested in vintage as David Gush and myself were attempting to get some good scores for NDC vintage Precision. David managed 4 perfect cores for 800. I won't put mine into print. We had a couple of extra models at the ready but could not tempt any of the interested members into having a go. All a bit shy about wrecking somebody's model I guess. Maybe if the club were to take over ownership of a couple of my spare models they may lose that shyness. I will put it to the committee. With a bit of luck you may get a photo of my 1/2 A electric Coronet. *John B*

Editors Note: Currently without a proper Vintage Special Interest Group in place the rules will stay the way they are for at least 18 months. We need to get a SIG together at the next SIG AGM in January 2011 to be able to put in place rule changes that would only come into force in Feb/March 2012. Very nice Coronet John, my 1/2A Texaco version flies well and stays up well in good air.



READERS WRITE continued

From Neil McDougall
Hi Graham

Tony (Taylor) decided a few weeks ago to build an electric vintage model instead of the foam type things he is flying at the moment. He decided on a 48" Cleveland Viking. Three weeks later he was test flying it. Photos attached (See close by). He is not game to fly it straight up under full power but I would guess that if he did it would probably do about 3 mins on 25 sec motor run. He is very pleased with the gentle way it flies and I am sure he will use it for contests.



He does not know anything about the motor. It was one he bought but the battery is a 1000 x 3 cell Lipo and the prop is an 8x4. The Levin guys just buy



motors and batteries and then try to get a prop that works and hope they don't burn out the motor doing it. Some times they do burn the motor. Not really the way to fly electric.

Editor's note:

Well no it isn't a good way to go with electric, without any test gear like an ammeter etc, the way is to start on a small propeller and check on the ground that battery motor and ESC do not get hot after a minute run. By trying successively larger propellers (either in pitch or diameter or a bit of both do further checks till any one of the 3 items gets warm (not hot). Then go and fly the model for two minutes and land. Check the 3 items again for temperature, none should be hot. If they are warm try some more flights of longer duration say increasing by 1 minute each time and do the temp check again. If after this everything remains just warm you could try slightly larger prop diameter or pitch but not both. The model looks really good well up to the high standard that Tony builds too. I like that electric warning sign on the side of the model a neat touch.

And from US SAM Speaks via Aeromodeller Dec 49 and Oct 51

FREE FLIGHT WISHES

*May your timers always Function
And your fuses always burn*

*May you always stop your winder
Before that "one last turn"*

*May your engines start first flip
And propellers smoothly spin*

*May your towline never tangle
May you always launch upwind*

*May your models always thermal
And drift back to you*

*May your modelling years be many
And filled with good times too.*

ODE TO R/C VINTAGE

*Oh, labour of love
Thou bird so graceful
To the admiring eye
Wilt thou realise my ambition
And really fly?*

*Many hours you have taken
And great was your cost
Wilt thou obey me
And never be lost?*

*Or will I perceive thee
On wings of the morn
Fleeing unheeding
Leaving me so forlorn?*

*Or with servos immobile
And left wing so low
Will I see thee go spinning
Into the ground below?*

*Or will there be triumph
With each twitch of the stick
Wilt thou do my bidding
With never a glitch?*

*Will I soar thee and glide thee
And steer thee to fame
Wilt thou gain reputation
As an obedient plane?*

*But whatever the ending
Please heed my demanding
And let me have just one
Perfect Spot Landing.*

EVENTS calendar

CPMAA VINTAGE RC CHAMPS

Saturday Sept 11th & Sunday Sept 12th 2010

(Any flight may be made on either day)

Venue: Levin MAC field, Tararua Rd, Levin.

Events: RC Duration(IC only), RC Duration Electric (25 sec motor run), RC Precision, 1/2A Texaco, A Texaco.

For further information contact Neil McDougall, Ph (04) 479 3106

**Thames Blackfeet Vintage and Nostalgia W/E
FUN Filled FLY IN
for those Vintage and Nostalgia models
November 27th and 28th
The usual fine fare available on field
Contact: The Crowfoots at 07 8688023 or
Email: the crowfoots @yahoo.com**

NDC Events 2010

Aug 1st	112	Vint FF Min Replica
Aug 15th	119	Nos FF Power
	120	Vint FF Power
Aug 22nd	122	Vint RC Power Duration
Sept 12th	132	Vint RC 1/2A Texaco
Sept 19th	133	Vint RC A Texaco
Oct 17th	150	Vint Catapult Glider
	151	Vint HL Glider
Nov 14th	160	Classic FF Power

Notes: Vint = Vintage models prior to 1/1/51
Nos = Models from 1/1/51 to 1/1/61
Classic = Models from 1/1/61 to 1/1/71
FF = Free Flight RC = Radio controlled

INTERNATIONAL TOMBOY POSTAL COMPETITION

1ST October 2009 - 30th September 2010

This competition is for maximum duration of a timed R/C TOMBOY flight in competition or in sport flying

Models to be to TOMBOY3 competition specifications and to David Boddington's rules
i.e. 36" span, 3cc tank, Mills.75 [any type]
Tissue/fabric type covering

Prizes for the first 3 places!!!!

ALL CLAIMS SHOULD BE MADE WITHIN 1 MONTH OF THE FLIGHT TO THE EVENT ORGANISER

**Tony Tomlin, 122 Marlow Drive, Sutton, Surrey, SM3 9AS
Email; pj2.alt2@btinternet.com / Tel 02086413505**

19th Annual **Worldwide Postal Competition 2010/11**

The purpose of this postal contest is to encourage friendly participation between aeromodellers worldwide with the prime emphasis being on low-key, leisurely flying without the pressures of 'regular' competition. A wide variety of events are offered including classes for types and sizes of models which have been overtaken and/or outclassed by modern developments or are perhaps too small to be considered for 'serious' competition work, such as 20" and 25" Rubber and Cloud Tramp, many of which can be flown at any time on smaller local sites without the necessity of travel to more formal contests at larger areas.

Flights may be made outdoors between **July 10th. 2010** and **June 30th. 2011** inclusive; it is not required that all flights in any event be made upon the same day but each is to be pre-nominated as 'official'. The general format (with exceptions as noted) is for three or more flights to the specified maximum; after three (or more) maximums further flights will be made to a score increasing by increments until the model fails to reach the duration target for that flight. The final score will be the total of all flights, recorded in seconds; the purpose of this scoring system is to reduce the possibility of models being lost in an 'unlimited fly off' and as flights may be made at any time within the contest period it does not entail unduly arduous flying sessions to complete same. In classes where maximum sizes are established, the span shall be measured as per plan, not as 'projected span'.

'Vintage/Old-timer' classes are for designs authenticated to have been flying outdoors prior to December 31st. 1950, even though plan publication may be of a later date in any kit, commercial magazine, SAM publication, club newsletter, etc. Multiple entries with different models may be made in all events but flights in one event may not be 'doubled up' with any other class for which a given model is eligible – separate flights, please.

The 20" Rubber class is to encourage the flying of all such models designed for outdoor use and not usually considered competitive against larger designs. There is no restriction on publication or production date and all designs 'published' in/on freely available sources i.e. newsletters, websites, etc are acceptable provided such source and/or details are made available to others.

To maximise flying opportunities there is ample scope for rubber models and gliders to be flown in multiple events and you are encouraged to take stopwatch, pencil and notepad with you each time you go to your local field, or to a contest, as an added incentive to your flying enjoyment. Bear in mind, also, that any number of individual models may be flown in any event for which they are eligible.

A full report will be forwarded to each entrant by mail or e-mail as appropriate. To assist in the compilation of same a brief account of weather, site, flying anecdotes, photographs, etc. would be appreciated when scores are submitted. Please ensure that all scores are forwarded to arrive by July 15th 2011 as I have limited time thereafter to collate, print and distribute results; earlier submissions would be most gratefully received! I welcome any comments regarding amendment to any event rules that might make same more attractive, or suggestions for other classes that might be considered of general interest in any future Contest.

Please advise if you have an Email address; transmission of entries/scores/reports/results to me by this means helps to reduce overall costs, eases communications and enables wider distribution of submitted photos. Please return your entries to:-

Jim Moseley, 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada Email: jjmoseley@look.ca

GOOD FLYING - GOOD LUCK - and ... above all ... HAVE FUN!

Jim Moseley

EVENTS:-

20" Rubber - For any published outdoor designs not exceeding 20"/51cm span . Three flights to 60 second maximum followed by 30 second increments thereafter.

25" Classic "Two-Bits + 1" - A variation on the popular FAC class. Models up to 26"/66cm span, published to December 31st 1960. Larger models may be scaled down to size, with similar structure. Propeller type to be as per plan. Three flights to 60 second maximum followed by 30 second increments thereafter.

30" Vintage/Old-timer - For designs pre-1951, not exceeding 30"/76cm. Three flights to a 90 second maximum followed by 30 second increments thereafter.

42" Vintage/Old-timer - For designs pre-1951, with spans greater than 30"/76cm but not exceeding 42"/107cm. Three flights to a 120 second maximum followed by 30 second increments thereafter.

P30 Rubber - Standard P30 rules. Three flights to 120 second maximum followed by 60 second increments thereafter.

Freewheel Rubber - Any published design with a freewheeling propeller is eligible, wing span not exceeding 36"/91cm. Three flights to 90 second maximum followed by 30 second increments

Unlimited Rubber -any rubber model with wingspan not exceeding 42"/107cm. No auto surfaces. Three flights to a 120 second maximum, followed by 60 second increments thereafter.

Cloud Tramp - Any version of the Cloud Tramp design as published. 8" prop (plastic OK), any type of prop bearing. Five flights, no maximum; longest and shortest will be discarded and balance totaled for score.

Power Precision - Any type or size of power model, whether kit, commercially published or online. Make a timed flight; that score represents a target time for three further 'officials', the total error from same determines placing,. Example: Target time 40 seconds. Flight times 36; 41; 38 = 7 error.

Scale Precision - Any type, power, size of scale model; rules as per Power Precision above.

Towline Glider Any glider, straight tow only with no moving surfaces other than autorudder. Maximum towline length 164'/50 metres; Equivalent high start launch systems permissible. Three flights to 90 second maximum followed by 60 second increments.

Catapult/Hand launch Glider (small) For any glider with wingspan no greater than 12"/30.5 cm. Six flights, 60 second maximum (flights under ten seconds need not be reported). If six maximums scored, 30 second increments thereafter. Catapult - a 9" loop of 1/4" flat rubber attached to a 6" handle. Multiple entries permissible.

Catapult/Hand launch Glider (large) For any glider larger than 12"/30.5cms. Rules as above.

Tip-launch Glider. For any size of wingtip-launch glider. Folding wings and R/C are not permissible. Six flights to a 60 second maximum, , increasing by 30 second increments thereafter .

KeilKraft "SENATOR" Global Postal Challenge July 10th 2010 – June 30th 2011

First kitted by KeilKraft in 1950, the 'Senator' has become recognised as an excellent design that combines simple robust structure with outstanding performance. Very popular in British 'Vintage' events, it also can do well in North American 'Category III' classes – Nostalgia Rubber, Moffett and Mulvihill, etc. for which 120 second maximums are a formality and it can be taken well past 180 seconds with little extra effort.

There is no entry fee. The lengthy timescale of this Postal is to permit any modeller an opportunity to participate, no matter where in the world they might be located.

Models are to conform to the standard Senator kit plan; the structure may be amended for the purposes of D/T installation – whether tipping stabiliser (LE down), tipping wing or hinged rear fuselage – and the undercarriage leg may be removable for storage/carrying purposes. Glazing of the 'cabin' is optional. Any freewheel propeller up to a maximum of 13" diameter may be used and there are no restrictions on rubber motor size/weight.

Individual Scores:- Three flights shall be made to a 120 second maximum. If three Maximums are achieved, then successive flights may be made with the maximum increasing by 60 seconds on each oc-

casation, until the target time is not realised e.g. 120. 120. 120. 180. 240. 211 = Total Score 991 seconds All flights to be pre-nominated to a timekeeper; the initial three should be made on the same day but successive fly off flights may be made at the flyer's discretion, similarly timed. More than one model may be flown by an entrant but scores for each must stand alone; i.e. a reserve model may not be used to complete a series of flights commenced with another.

A plan may be viewed at <http://www.theplanpage.com/st.htm> with a download also available (noting that the true span is 32", not 30" as shown on the plan), purchased or obtained from various sources, and 'short kits' are available from at least two vendors; contact me for further information on same or with any questions that you might have..

Team Scores:- If any three flyers wish to have their scores also recorded as part of a team total, please advise a team title when submitting same: I will then collate same as a secondary group score in the name of that team – whether they fly together as a club, or as a group of individuals who wish to link together for this purpose. A person may only fly in one specific team, however.

Entries/scores may be forwarded to me at any time, by email or regular post, and I will distribute a final report and result sheet, which will be further publicised as widely as possible. Accompanying anecdotes and photographs would be very welcome and are encouraged. If desired, scores will also be posted to an appropriate event in the Worldwide Postal Contest, details available on request.

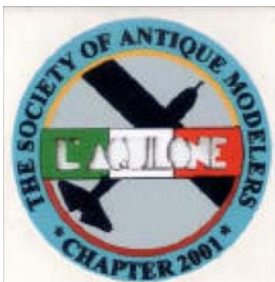
An initial award of C\$100.00 for 1st.place will be provided; and any donations received will be applied to further awards and upgrades, inclusive of a Junior award . I hope that you will give this event your support and also encourage others to participate.

The 'Senator' is a viceless airplane, easy to build and to fly with very satisfying performance; my only advice is to keep the structure aft of the CG as light as possible to reduce the need for any nose ballast to a minimum.

Happy Flying!

Jim Moseley 19 Banner Crescent, Ajax, Ontario L1S 3S8, Canada jjmoseley@look.ca

(905) 683-3014



INTERNATIONAL POSTAL CONTEST

SAM 2001 Italy TOMBOY RALLY 2010- 2011

We wish to present this competition to all the lovers of this nice model with the only aim of having fun in a postal contest which is organized to provide some fun flying together or at the same time as are all postal contests. The Tomboy Rally wants to prove the performance of this model along with the ability of the

builder and pilot, without reaching the peak agony of usual contests and only wishing to fly the model having fun in a relaxed manner. After having carried out some tests we have decided to admit the use of i.c. engines and electric motors trying to reduce the gap between them.

Model

- The 36" wing span as per plan model is admitted;
- Model may be fitted with floats as per plan
- no minimum weight;
- reinforcement or lightening of the structure with respect of the basic outline of the original model are admitted;
- materials to be used are those found on the plan;

- plastic covering in place of tissue, silk or other is admitted.
- More than one person can use same model;
- Same model can flight in L.G. or float version;
- Lone fliers can self launch and time

Engine/motors

I.c. engines and electric motors are admitted within the following limits:

I.C. Engines:

- Any engine with 1 cc. maximum displacement;
- Fuel tank : 3 cc.
- R/C carburetor is admitted.

Electric Motors:

- Any electric motor is admitted with direct drive
- The engine cannot be stopped and started again: the motor must run continually without interruptions till the end of the battery charge or competitor's decision;
- no folding prop is admitted; if a folding prop is used the blades must be held open with a rubber band;
- freely assembled admitted batteries:
- 350 MaH 2 cell LiPo
- 350 MaH 6 cells Nicad or NiMh

Flights and results

- Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.
- Hand launches are admitted.
- The flight time start when the model is released or takes off. The flight time ends when the model lands or hits a fixed obstacle. In case the model flies out of sight the timekeeper will time for 10 seconds after losing sight of the model . Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

Awards :

A diploma for all competitors and prizes for the first three.

Special prize for best flight in float version.

Results

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th June 2011

to Curzio Santoni (cusanton@tin.it) or to Gianfranco Lusso (gfl@cersus.ch). Many pleasant flights and happy landings to ALL!!!!

SPECIAL PRIZE

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed's health!
Good ROW and flight

TOMBOY RALLY PAST WINNERS

2009/2010

Pieter Moerkerken Australia 24'12

2010/2011

Gino Ursicino Italy 35'20"

ANNUAL GENERAL MEETING of the MFNZ VINTAGE Special Interest Group.

Notice is hereby given of the ANNUAL GENERAL MEETING of the VINTAGE SPECIAL INTEREST GROUP will be held on Tuesday 4th January 2011 at 3.30 pm the National Headquarters, Carterton Showgrounds.

Agenda: Apologies / Minutes from the Previous AGM

Matters arising from the Minutes / Committee Report

Financial Report / AVANZ Report/ Election of Officers

Notices of Motion / Remits / General Business

Currently we only have a Caretaker SIG with limited powers, to have a full operational SIG we need people willing to stand for the 4 positions required by the MFNZ SIG rules.

63rd Nationals

The programme is the same as for last year but please note that the Nationals is being held from Monday 3rd January 2011 through to Saturday 8th January 2011. This year the Rally Day will be on Wednesday 5th January mid way through the Nationals contest. The first two and last three days will be the Contest days. The Nationals Calendar will be in the September issue of the Model Flier's World.

While we will have an overall Vintage Contest Manager we need Contest Directors for each day to relieve some of the duties from the Manager. Also there is a call for a photographer to take pictures for the Flypaper and Model Flier's World. We need help here so please put your hand up if you intend going to the next Nationals. The jobs are not onerous and with some willing help will allow all some flying time each day. Let the Editor know (address on page 1) if you can help.

VINTAGE SIG REPORT TO THE COMBINED SIG AGM Auckland 24/7/10

The Vintage SIG has been in partial recess for the 2010 year with a "Caretaker" group looking after the basic functions. There is no formal membership for the Vintage group as all MFNZ members are included but currently the e-mail lists for those interested in Vintage numbers 78 and there is a few more that receive the Vintage newsletter (AVANZ News) by post with the FF Newsletter. All interested MFNZ members can ask to receive the AVANZ News by e-mail at no cost. AVANZ, the Association of Vintage Aeromodellers of NZ, is a sub committee of the SIG responsible for Publicity and a Plans Service and currently is also operating as a "Caretaker" for the SIG.

Vintage competitions have been quite well supported over the year. Successful events have been held at the Nationals in Carterton, Levin, Carterton, Hamilton and Christchurch and there has been a steady entry in the National Decentralised Vintage contests.

The Thames Blackfeet club usually has run vintage rallies in April and November that are well supported. The April event this year was however cancelled due to unforeseen family circumstances for the organiser

The Caretaker SIG group would like to thank those Clubs for the use of their flying sites for these events.

Contact with the Vintage group has been kept up with the publication 6 times per year of the AVANZ News that is sent by e-mail and also in conjunction with the FF Newsletter FFONZ News.

A regular Vintage column is also published in the NZ Model Flier's World.

A Plans Service for Vintage style models is run by AVANZ at a small charge to users. The Proceeds go to the running of this service by Mark Venter of Christchurch. Currently Mark is well into an upgrade to the service so that we can supply plans in a digital form. Mark has also developed a working relationship with the US SAM plans service and our plans availability has been increased to cover a larger variety of Vintage designs. This is an ongoing but exciting development for the Vintage group.

The "Caretaker" SIG Committee has 4 members covering the area from Northland to Christchurch. In its caretaker role the committee has carried on with the basic operating functions but has not done any work on rule changes etc. The Nationals programme has been held the same as the last Nationals as will the current NDC programme.

The SIG/AVANZ financial situation is sound and is well managed by our Treasurer Neil McDougall. The Secretary usually handles enquiries regarding the SIG or Vintage rules but these are limited with no "official" SIG committee in office.

The general trend in Vintage has been a slow drift away from Free Flight events, although these still have a dedicated group of fliers, and toward the RC events. This is possibly due to the lack of good free flight sites around the country. A set of provisional Electric rules have been in place for 2 years but have achieved only a limited following. A new Vintage FF Classic class is slowly gaining ground though the Nationals will only have one combined Classic event this year.