

# CLASSIC FAI NEWSLETTER

*"Flying those lovely shapes again"*

volume 1 issue 003 January 2011

## The Classic FAI Builders

### Table of Contents

Classic A at the NZ Nationals.....1 & 2  
Alloy Pans & Event Calendar.....3  
FAI models in Ireland in the 60's.....4 & 5  
More on FORA-15D's..... 5  
16 new FORA-15D's arrived.....5 & 6



The MFNZ Nationals were held at Clareville, Carterton, from 1<sup>st</sup> - 8th January, 2011.

### Classic A, 2010-11 New Zealand Nationals

I was very interested to find that Classic A (Classic FAI) was flown recently at the New Zealand Nationals at Carterton as part of an unofficial event. The rules are a bit more complicated than Classic FAI in Oz and restrict the engines to non-Schnuerle porting and is a limited speed event. (see rules on following page)

I have taken Brian Howser's report directly from the NZ Nationals "Flypaper". This Flypaper reports the national results as they come and is posted on the NZMAA site every night from the first day of the NZ Nationals. It is an excellent effort and a great model and shows what is possible if people put their mind to it.

"Yippee 4 entries, great weather, good flying. Don and Andrew were fast all day. Rod's rebuilt motor not as good as it used to be. Owens model going well Ash and Brian charging along

From left to right: Don Robinson pit, Andrew Robinson pilot, model 1960's powered by a MK3 Oliver and a 7x6 white plastic Tornado. Ashley Keeling pit, Brian Howser pilot, a Rob Collins model, powered by a ST G15 RC. Doug Palmer pilot, Owen Rogers pit. A Fresco G20 15D powered Ian Thompson pilot, Rod Brown pit. Robin Boys Tigeress about 15 years old powered by an Enya 15D MKII.



## Classic A in New Zealand (continued)

okay but fast however we made the final 3 then in the race Owen's model started to fall to pieces so he pulled out and we continued onto second place.

Don and Andrews time was very good."

## NZ Nationals Classic A Team Race Results

051 Classic A Team Race							
Place	Name	Club	Heats	Model	Engine	Prop	Finals
1	A. Robinson	NPMA Snr	5-34.37	1968 OD	OT MK III	7x6 Tornado	11-01.56
	D. Robinson	NPMA Snr	5-34.37	1968 OD	OT MK III	7x6 Tornado	11-01.56
2	A.J. Keeling	HMACSnr	6-30.34	Rob Collins	G15RV/D	7x7 APC	13-39.68
3	O.M. Rogers	ASMF Snr	6-11.09	Fresco	STG20/15D	7x7 APC	15 Laps
4	R.J. Brown	NPMA Snr	6-53.06	Tigeress	Enya15D MkII	7x7 APC	-

**Brian Howser wrote:** "Don Robinson pitted, Andrew Robinson, one of Dons old FAI models I think from 1961? and about 700 grams with a MK3 Oliver and a 7x6 white plastic Tornado. Used to use the old Frog 7x6 and it went better than the Tornado.

Ashley Keeling pitted for Brian Howser, a model Ash bought from Rob Collins and he has had to do a lot of work to get it going ok, don't know what the model is. Powered by a G15 rear that went bang and Barney rebuilt from a handful of bits that I sent over with the motor. Some parts had to be modified to fit this motor. It's slow but is now going quite well and may get faster?

Doug Palmer piloted for Owen Rogers. They flew a Fresco, beautiful model but now looking a bit second hand after a few crashes. Ian Thompson flew for Rod Brown. A Robin Boys built model of Ken Longs FAI model probably about 15 years old powered by an Enya 15D MK2. Rod has made several parts for this motor over the last few years but after the last rebuild [con rod] it doesn't seem to go as well"

Some I these Guys I have actually raced against in the 1960, Don and Owen I remember, and Tommo now from Foxton who until recently was an Aussie F2C pilot.

They are a bit slower than us, but still not bad considering the age of the machinery. I have included the NZ Classic A rules along with Classic B rules directly from their 2007 rule book: Any of our Vintage A racers would qualify, except their times would be a bit fast...

## NZ Classic A rules

### 10.1 CLASSIC TEAM RACING

**10.1.1 Classic Team Race** is an unofficial event, using low tech machinery and models, or look-a-like models of the 50's, 60's or even early 70's era, which are flown on grass.

**10.1.2 Wheels:** One or two wheels may be used.

**Classic A:** Minimum diameter 38 mm (1.5 inch).

**Classic B:** Minimum diameter 50 mm (2.0 inch).

**10.1.3 Refueling:** By squeeze bottle only.

**10.1.4 Tanks:**

**Classic A:** Unrestricted, but model must make at least two stops in 100 laps and five stops in 200 laps.

**Classic B:** 30 cc maximum.

**10.1.5 Props :**Mass produced readily available over the counter in NZ model shops.

**10.1.6 Cut Outs:** May be fitted but used in emergencies only. Disqualified if used otherwise. (An engine fry-up is an emergency.)

**10.1.7 Motors:** Must be non-schnuerle.

**Classic A:** Maximum capacity 2.5 cc. eg. ETA, Oliver Tiger, Taipan, PAW, OS, **Classic B:** 2.51 cc to 5.00 cc. eg. OS Max 29, ETA 29, etc.

**10.1.8 Lines and Model Weight:** Two line control only, pull test 20 times the weight of the model.

**Classic A:** Line length 15.92 m. Min line diameter 0.35 mm.

Max model weight 800 gm.

**Classic B:** Line length 17.69 m. Min line diameter 0.40 mm.

Max model weight 900 gm.

**10.1.9 General:** Races faster than five minutes/heat are not in the spirit of Classic and those breaking five minutes will be penalised one second for each second below five minutes. Example: 4:45.00 will be recorded as 5:15.00. Race procedures and flying rules as per 1/2A and Class B Team Race rules.

If you want to contact Andrew Nugent regarding getting a pan or for any machining work his contact details are as follows:

Contact: Andrew Nugent  
Mobile: 0437469402,  
Phone +61 3 95511884  
andrew.n5@bigpond.com

Please allow \$6 for postage and packaging for 1 pan for interstate buyers. For overseas postage allow \$12

Andrew also has prop driver extensions available for the FORA-15D.

**Since the original pan was made for a Nelson 15 RE, and the front of the Fora is very short it will unfortunately be necessary to install a slightly longer prop extension.**

## Andrew's Sand Cast Nelson Style Pans

Andrew Nugent has worked really hard to get some of the original Nelson pans modified to suit the more modern R250 and FORA-15D Jr engines. The T/R pan has had a make-over by making it a bit wider between the front hold downs and the engine mount.



This will make it easier to fit the engine in and improves the appearance of the model. Also it has been shortened and the brace is now twice as wide. This allows you to remove the rear part of the brace to get the cut out and tank closer to the engine.

Price is still \$25 or \$30 with the flashing cleaned off. See pictures above for the pans at various stages of completion.

If you want Andrew to finish the pan ready to put on your model, It takes about 2 ½ hours to do this. Price is therefore \$70.

## Australian Event Calender January 2011

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26	27	28	29 64 <sup>th</sup> Nationals	30 64 <sup>th</sup> Nationals	31 64 <sup>th</sup> Nationals	1 64 <sup>th</sup> Nationals
2 64 <sup>th</sup> Nationals	3 64 <sup>th</sup> Nationals	4 64 <sup>th</sup> Nationals	5 64 <sup>th</sup> Nationals	6 64 <sup>th</sup> Nationals	7 64 <sup>th</sup> Nationals	8
9 GLAG country Day Moe	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30 Knox Novice Classic& stunt	1	2	3	4	5	6



## FAI in Ireland in the 60's

I had a very interesting email from Joe Devenish (Pronto) in Brazil. Joe flies F2F and F2C, and is originally from Ireland.

"With the launch of your Classic Newsletter and the interest in great looking models from that era.....I came across this photo taken in Dublin in 1965.

I keep in touch with a few old team race friends from my early flying days. Gerry Hand (white shirt) is both the pilot and builder.



**Gerry Hand, model and friends on the tarmac in Dublin**  
It was a great model, Eta 15 powered with a superb finish - design influenced no doubt by the Soviet models at the '63 Criterium!

Gerry was a serious modeler and one of the few around who really appreciated the importance of the model, its construction, engine fitting - only to hear those same words spoken again by V Yugov in 2003!

The Hand/Carrol team flew it at the Champs in '66. GerryH was one of a couple of ex FF guys who brought their great building skills and a practical approach to team race in the early sixties in Ireland - and influenced many of us lesser mortals.

## WHERE TO GO TO FIND THE INFO

*One site has a lot on information to pass on about getting started in Classic FAI*

[http://web.me.com/flyingkiw1/Classic\\_FAI\\_Teamrace\\_Site/](http://web.me.com/flyingkiw1/Classic_FAI_Teamrace_Site/)

*Go to this site and from there you can navigate to the hardware source, the engine source, the plans source, find fuel suggestions, a massive amount of useful data, many photos of existing newly build models to look at, how to build a fuel system the right way, read a regular blog on the subject, (or create one and send it to us for publication) or just fly away to another site via the Contacts and Other Web Pages and disappear off the radar, it is totally up to you.*

*Its the:*

[http://web.me.com/flyingkiw1/Classic\\_FAI\\_Teamrace\\_Site/](http://web.me.com/flyingkiw1/Classic_FAI_Teamrace_Site/)

This newsletter was produced by a completely non-profit organization with the intension of promoting the flying of Classic FAI team-racing both In Australia and all over the World. There is no reason why any articles here or on the Classic FAI site should not be ripped off and published elsewhere, if you feel like making The effort just do it, maximum dissemination of information is the ultimate aim. More enlightening information may be found at:

[http://web.me.com/flyingkiw1/Classic\\_FAI\\_Teamrace\\_Site/Welcome.html](http://web.me.com/flyingkiw1/Classic_FAI_Teamrace_Site/Welcome.html)

### **16 more New FORA 15D's delivered**

Just two weeks ago I had 16 new fORA 15Ds delivered and had to work really hard to ship them out to their new owners.

Surprisingly 3 engines went out to UK owners, in fact they were first to purchase. Hopefully they can have fun with these engines as they will be very competitive against the Older style FORA15D Pioneers used by the Brits before.

These Jr engines just go-like-the-clappers out-of-the-box Boys so they should see some early results for their effort. The new Pioneers also sport a stronger con rod, thicker crankcase and better crankshaft timing. With these little problems fixed the new Pioneer should be a much better engine too.

Almost all of the Junior engines were gone by the first week.  
(Article continued on the back page)

### **FAI in Ireland... continued**

Had Gerry been in the UK getting regular competition practice, Gerry certainly would have got the recognition he truly deserved for few were as competent....I left Dublin in the mid sixties and settled near the Wharfedale club in Yorkshire.GH still occasionally flies FF in the famous Phoenix Park for fun, enjoying both power and rubber designs from the '50s!

As an aside, Gerry also built the quickest ETA29 powered Dalesman at the time in Ireland which achieved around 115mph. He told me a few weeks ago that the 'secret' was 20%nitro. He was very modest and omitted to mention the constructor and model of proven design! I recall he had great regard for Ken Long's team race designs.

rgds, Joe"



**Gerry Hand's magnificent ETA15 powered racer in 1965**

# The Back Page

(15 more new Fora's... continued)

Most purchasers also added pans and prop extenders sets to their order which was good to see. It means they actually plan to build a team-racer.

Andrew Nugent can make extension prop drivers, nice little prop nuts, Delrin carby inserts for the venturi replacement (to fit Cox TD049 venturi's or I guess TDCox 09 for Rothwell or Nelson set-ups) and also he makes a neat little tool for unscrewing the backplate, which saves damaging the plastic backplate with some unsatisfactory tool like snub nosed pliers or an ill fitting wrench. Andrew also now has 002" and 004" brass shims available for shimming the heads up to replace the rather soft alloy ones provide with the engine, (A photo of the neat little shim maker jig is included below.)

Looking forward to the new Classic FAI models and next years event (1<sup>st</sup> one on March-20 2011, (Speed, Classic Stunt, Classic FAI T/R) at the CLAMF Frankston circle.

Keep that model building going Guys!

Flyingkiw1

This is normally where the mailing to and from addresses go but since we are both naturally mean and smart this newsletter goes out to you completely free of any postal strikes delays or even limitations of operating system as it is a .pdf file. If you resent horribly or intrusion into your bandwidth please do not hesitate to contact us on:

flyingkiw1@optusnet.com.au  
and we will strike you from our computer records and put you in a little black book using a blunt BB pencil.



**Andrew's Shim maker Jig with finished 002" brass shims**

Newsletter design by Lance Smith and friends who wish to remain completely unknown but lists are...