AVANZ NEWS

Vintage SIG
modelFLYING NEW ZEALAND
209 October 2025

Committee Notices

#209 CONTENTS

Greetings to All,

The Silly Season is approaching fast (and I don't mean Christmas) so thoughts of the Nationals should be starting to come to the fore in your aeromodelling mind.

Not only do we have a new RC site, but also the 2026 Nationals will be the first use of the changed approach to some RC events after these were voted in. Both will add novelty to the Nationals.

From a CD's perspective I look forward to the changes with their reduced chance of events falling below the minimum official entry level to score Championship points.

Change is sometimes more difficult than staying with the staus quo, even when the existing way might not be working too well. It is heartening that Vintage RC fliers have been flexible and generous enough to accept changes, even when some of those changes were not exactly as they would have wanted in a perfect world.

Directions for finding the new RC rules on the MFNZ website are on Page 7.

On the Vintage FF side, all proposed changes were rejected. I fly only a couple of these events at the Nationals, so this does not affect me much, but I do wonder how long we can continue to run events that have few fliers. The existing rule for combining events will be used in VFF to reduce the possibility of some events becoming unofficial.

Check the Vintage Nationals programs on Page 6. Please decide which events you intend to enter and advise me (email address below). This is not just for interest, it also helps with preparations for the Nationals.

Also, check if any of the modifications to RC rules apply to the events you will be flying. Open Texaco fliers, for example, may have to adjust their fuel tank size as fuel allowance is now by weight rather than by wing area. (Rather than making a new tank, a model might be ballasted up to match the required weight for the existing tank. Or, it may be possible to remove existing ballast to match the new fuel allotment).

Allan Knox

COVER Ian Monro launching his *Simplex* at last year's Bob Burling Memorial Vintage Event, Levin.
Photo by Ross Gray

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Irregular Comments

from the Editor

Irregular : ***occasional, improper, rough.***

Barrie Russell of MFHB has once again put his club on a roll. With his motivation, a 1940 Vintage design is being built *en masse* by club members. At least six will soon be completed. Barrie has long held that for Vintage to flourish, there needs to be an exemplar within a club. The proof ? ... In Issue 166 from Sept 2018 Barrie mentions his build of a *Nightrain VII* for Electric Duration. After promoting the design, Barrie could report in Issue 171 that no less than five *Nightrains* were built and flown by MFHB members, with two more under construction.

Now Barrie is doing it again with the *Stardust Special* design - see page 17. We cannot boost Vintage by force but, as Barrie keeps proving, when fliers see vintage models in the air and see the joy of old designs, interest grows.

Nationals VFF Voting on the format of Vintage Free Flight at the next Nationals saw opinions received over the last two months from eight VFF fliers. Of the three options offered in Issue 208, two favoured Option 2, and six favoured Option 3.

Option 3 is the combining of major events according to era, for example, Vintage Power Duration, Vintage Rubber Duration and Vintage Glider Duration compressed into one event called Vintage Duration. The same compression will be used for Nostalgia and Classic in the next Nationals VFF programme. Good news for Rubber fliers!

A Correction to the description of Kevin Botherway's *Stardust Special* on the cover of the last issue. It weighs in at 898g, not the insubstantial 98g that was quoted. Even so, it's still very lightweight for its wingspan.

AVANZ News is the means of regularly informing Vintage fliers of the activities of SAM 55, the NZ Chapter of the Society of Antique Modellers, also known as AVANZ. For over thirty-five years there has been an open invitation to anyone with an interest in Vintage affairs to subscribe to this newsletter. ***It is this subscription that records you as a member of SAM 55 and tells us that you are interested in Vintage aeromodelling.***

It is assumed that those wishing to be included in Vintage affairs will permit themselves to be informed by this newsletter.

It can also be assumed that those who have never got themselves onto the mailing list have little interest in Vintage affairs and so will not feel unjustly treated if they are not individually consulted on Vintage matters.

Sadly, the Editorial oui-ja board (publicly seen for the first time below) lacks the apps needed to divine those who maintain a secretive and undisclosed interest in Vintage aeromodelling. Should you be aware of any of these closet modellers, let them know that their inclusion in SAM 55 affairs would be welcomed, and that recording their interest is simple and quick.

All that is needed is an email to the editor asking to be added to the *AVANZ News* mailing list. There is no cost and no delay. The latest bulletin will be posted on receipt of the request and the new subscriber will subsequently receive all announcements, bulletins, and information relating to SAM 55.

National Decentralised October - November 2025

Oct/25	153	VINT	FF Vintage Hand Launch Glider
Oct/25	154	VINT	FF Vintage Catapult Glide
Oct/25	155	VINT	RC Vintage Open Texaco
Oct/25	156	VINT	RC Classical 1/2E Texaco
Oct/25	157	VINT	RC Classical E Texaco

Nov/25	158	VINT	FF Vintage Glider Duration
Nov/25	159	VINT	FF Classic Glider Duration
Nov/25	160	VINT	RC Vintage E Rubber Texaco
Nov/25	161	VINT	RC Vintage 1/2E Texaco
Nov/25	162	VINT	RC Classical IC Duration
Nov/25	163	VINT	RC Vintage Precision

2026 NATIONALS

Waipukurau, Hawkes Bay

THE 78TH NATIONAL AEROMODELLING CHAMPIONSHIPS

Hawkes Bay January 4th - 8th 2026

- Free Flight
- Control line
- Vintage
- Soaring
- Scale
- Aerobatics
- Pylon
- Heli Fun Fly

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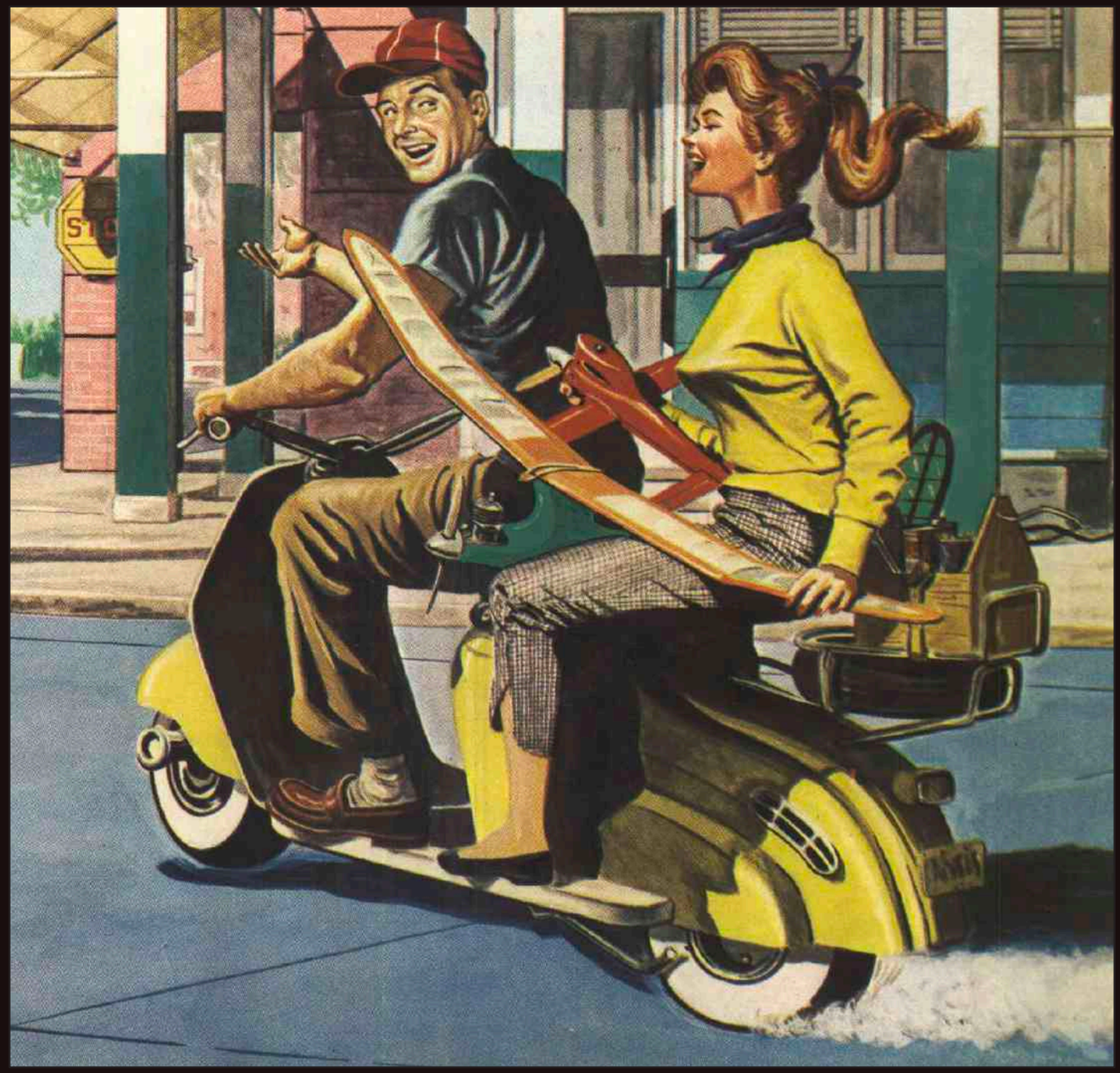
ALL ENQUIRIES WELCOME

78TH MODEL FLYING NEW ZEALAND NATIONALS HAWKES BAY JAN. 4TH - 8TH 2026

model FLYING NEW ZEALAND

www.modelflyingnz.org



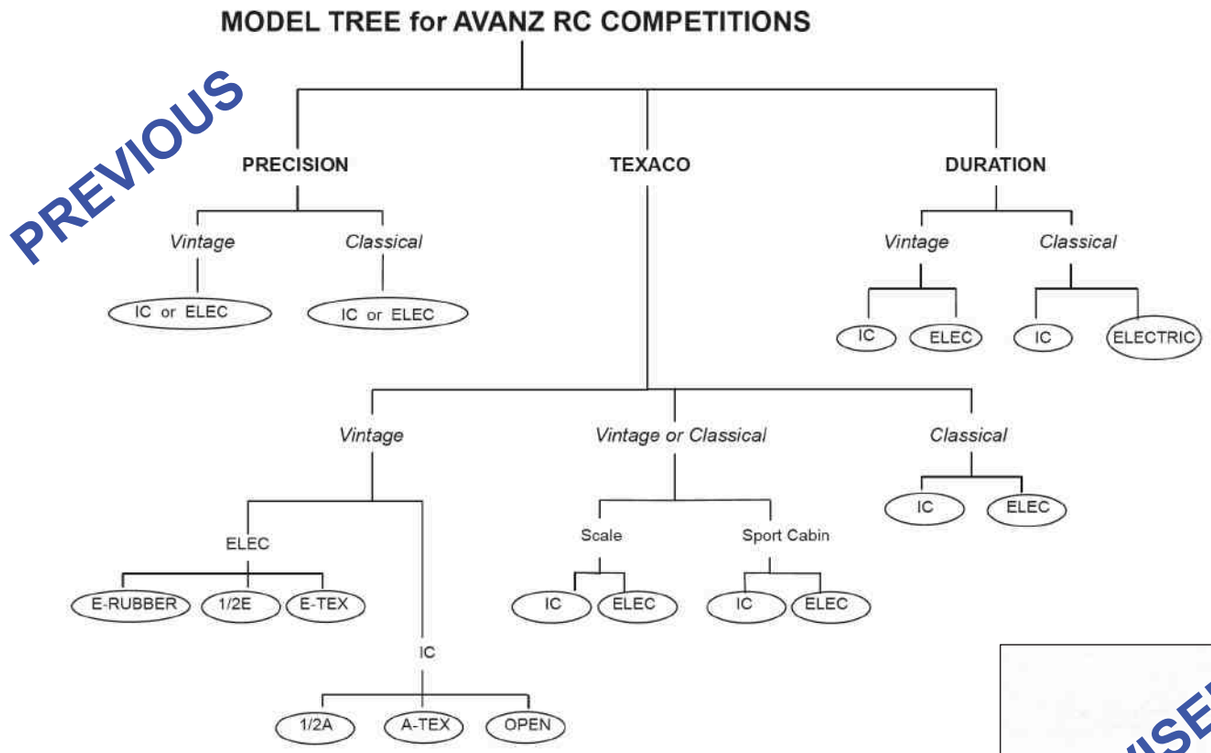
2026 NATIONALS VRC and VFF PROGRAMMES

The 2026 Nationals programs for Vintage Radio and Vintage Free Flight will follow the expressed preferences of fliers.

Vintage Radio uses the newly voted-in changes. For each entry the flier decides the day on which it will be flown.
Note that once an event is started, all flights for that event and fly off if needed must be done on that day.
Day 5 will be used only at the discretion of the CD if other days are "rained out".
Radio events: Precision, Duration, 1/2A Texaco, A Texaco, Open Texaco, 1/2E Texaco, E Texaco, E Rubber Texaco, Sport cabin Texaco.

Vintage Free Flight events with 3-minute maximums will be combined according to era, as voted for. Note that this method of combining events has always been allowed under Rule 9.2. For each era (Vintage, Nostalgia, and Classic) there will be one "Combined" event that includes Glider, Power and Rubber designs of that era. To illustrate this - on Day 3 the Nostalgia Combined event will have Nostalgia Glider, Nostalgia Rubber and Nostalgia Power models flying in a single event. As only one entry per flier is allowed in each of the three Combined events, competitors choose one class (Gilder, Rubber or Power) for each of the Combined events.
Free Flight events: Listed below. Must be flown on the timetabled day as there is no rescheduling or rain date.

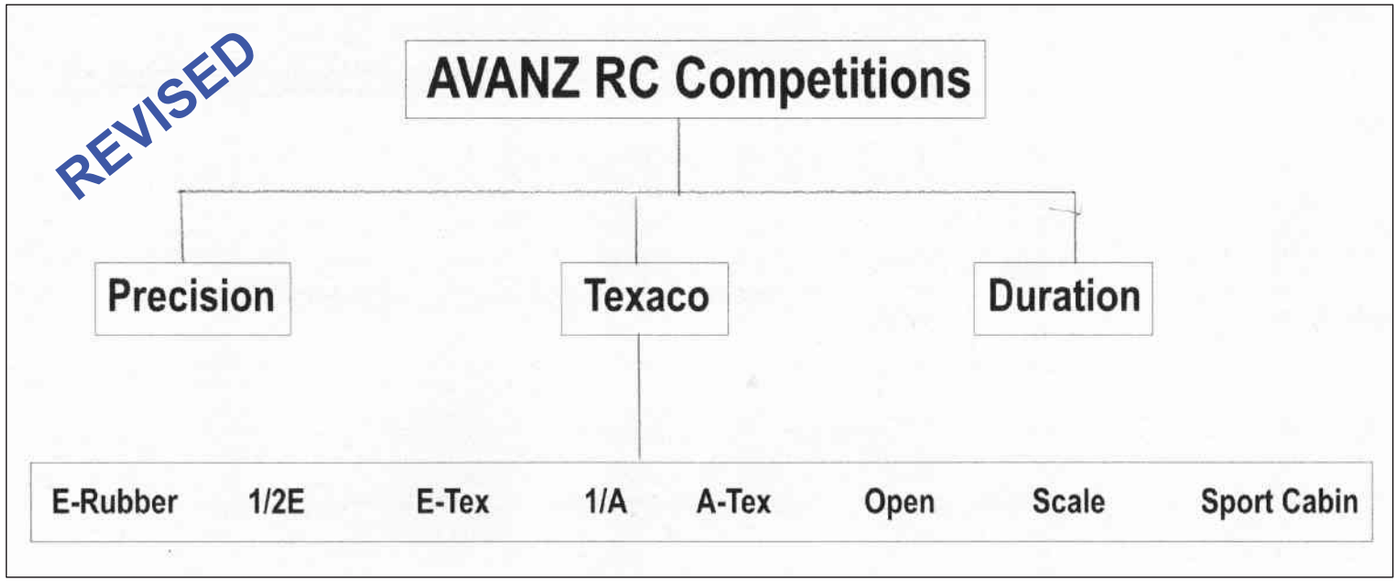
DAY 1 3rd JANUARY	DAY 2 4th JANUARY	DAY 3 5th JANUARY	DAY 4 6th JANUARY	DAY 5 7th JANUARY	DAY 6 8th JANUARY
Registration	RADIO All Events	RADIO All Events	RADIO All Events	RADIO Rain date only	Prizegiving
	FREE FLIGHT 1. Vintage Combined 2. Vintage Precision	FREE FLIGHT 1. Nostalgia Combined 2. Vintage HLG 3. Vintage CAT	FREE FLIGHT 1. Classic Combined 2. Vintage/Nostalgia Small Power	No Events	Prizegiving



How the rules revision simplifies events and rules :

LEFT The flow chart on the left shows the previous arrangement of events. It could be confusing to those new to Vintage and several events were not supported by suficient fliers to make contests meaningful.

BELOW After the revision, ten events cover all the flying and building skills that were needed for the previous eighteen events.



But, where do I find these new rules ??

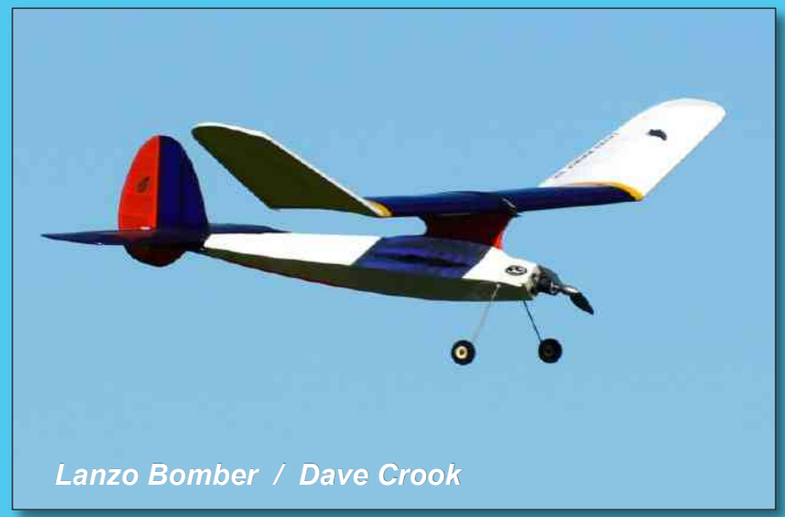
For some reason, the Model Flying NZ website no longer has a link to the Vintage rules on the Vintage SIG page.

This will be rectified, but in the meanwhile, you can open and download the new rules like this -

At the **MFNZ** web page
Select the **Documentation Library** tab
Scroll down to **Competition Rules**
Open **S04 Vintage**

JOHN SELBY MEMORIAL RALLY LEVIN 23rd August 2025

Lanzo Airborne / Bryan Treloar



Lanzo Bomber / Dave Crook

The crowded sky

Ross Gray/Southerner Des Richards/Puppy
Linda Lambass Joe Bradbury/Playboy

Busy flightline

Photographs by ROSS GRAY

JOHN SELBY MEMORIAL RALLY Report by Stew Cox

Having had to postpone this event several times last year due to the strong winds typical of the Spring Equinox, this year the organisers brought the event forward to August. The decision was rewarded with a stunning winter day with clear blue skies, virtually no wind all day and mild temperatures for the time of year with a high of 15 degrees.

The writer arrived early to find Levin club stalwarts **Joe Bradbury** and **Jack Wilkinson** already there, Joe mowing the strip and Jack preparing the club house with stocks of tea, coffee and milk.

The attendance was good with twelve RC fliers, ten of whom recorded competition flights, and two Free Flighters. There were also quite a few spectators including several from the Kapiti club and quite a few from Levin including club members. There were also a few interested people from nearby Speldhurst Retirement Village. It was also good to see **Bill DeRenzy** from Matamata, **Wayne Bilham** from Palmerston North and MFNZ Secretary **Peter Randerson** look in to see what was going on.

The event was very much about low key Vintage flying with some recording competition flights along with doing some sport flying in the idyllic Levin conditions.

Such was the confidence that the weather would play ball all day on days like this at Levin that things were so low key at the start that there was more chatting than flying going on. Consequently, more flights were recorded after the BBQ lunch than before! The BBQ was ably manned by **Bryan Treloar** assisted by Joe Bradbury – thanks guys!

Vintage models are currently defined as designs published up to 31st December 1950. A reminder that recently approved changes to the rules by the Vintage SIG will come into force on 1 January 2026 in time for the Nationals. The main change is to increase eligible Vintage designs to include those published up to 31 December 1975. This will open up the use of many more designs, many of which may have been lurking away in the shed or attic for some time. So this was the last Levin event to be flown to the old Vintage rules.

There was one new model flown by **Terry Beaumont** which was a recently completed reduced size Lanzo Airborne which was maidened at the event. It was powered by a new OS20FS which, uncharacteristically for this motor, wasn't giving reliable runs. Bryan Treloar also sport flew a number of models including a re-engined full size Lanzo Airborne which was a real floater.

Ross Gray flew well in Precision with his Southerner to be first equal with **Dave Crook** down from Waverley. Both made three maxes but missed one spot. It will be good to see the new rules prevent so many ties with one spot missed….. Dave also topped Electric Duration.

Ross Gray and **Ian Munro** also put in creditable scores in 1/2A Texaco and A Texaco respectively and **John Miller** and ,had a lot of fun with their close tussle in IC Duration.

While the RC flying was taking place, **Graham Lovejoy** and **Wayne Lightfoot** were enjoying the lovely conditions flying Free Flight in the next paddock.

The excellent photos accompanying this report were taken by Ross Gray and an extensive number of photos from this and previous events can be viewed at Ross Gray's albums | Flickr

The next Levin event is the Levin Glider Fun Fly which is planned for Saturday 29 November subject to the bailage crop having been harvested. Details will be confirmed in this newsletter nearer the time.

JOHN SELBY MEMORIAL RALLY

Photographs by Ross Gray

Junior 60 / Stu Hubbard

Bombshell / Noel Fisher

Kerswap / John Miller

Stew Cox / New Ruler

Waiting patiently for Ian to finish his Milo

JOHN SELBY MEMORIAL RALLY Results and an Upcoming Event

Vintage Precision

1=	Ross Gray	Levin	Southerner	580
1=	Dave Crook	New Plymouth	Lanzo Bomber	580
3.	John Miller	Kapiti	Bombshell	575
4.	Stu Hubbard	Ashhurst	Junior 60	567
5.	Joe Bradbury	Levin	Viking	540
6.	Ian Crosland	Kapiti	Junior 60	500
7.	Stew Cox	Wellington	New Ruler	200

Vintage E Duration

1.	Dave Crook	New Plymouth	Lanzo Bomber	738
2.	Stu Hubbard	Ashhurst	Miss America	683
3.	Trevor Glogau	Wellington	Comet Sailplane	578
4.	Ross Gray	Levin	Southerner	551

Vintage IC Duration

1.	John Miller	Kapiti	Kerswap	584
2.	Noel Fisher	Kapiti	Kerswap	560

1/2A Texaco

1.	Ross Gray	Levin	Playboy	1083

A Texaco

1.	Ian Munro	Wellington	Simplex	1471

LEVIN GLIDER FUN FLY

Aiming for Saturday 29th November

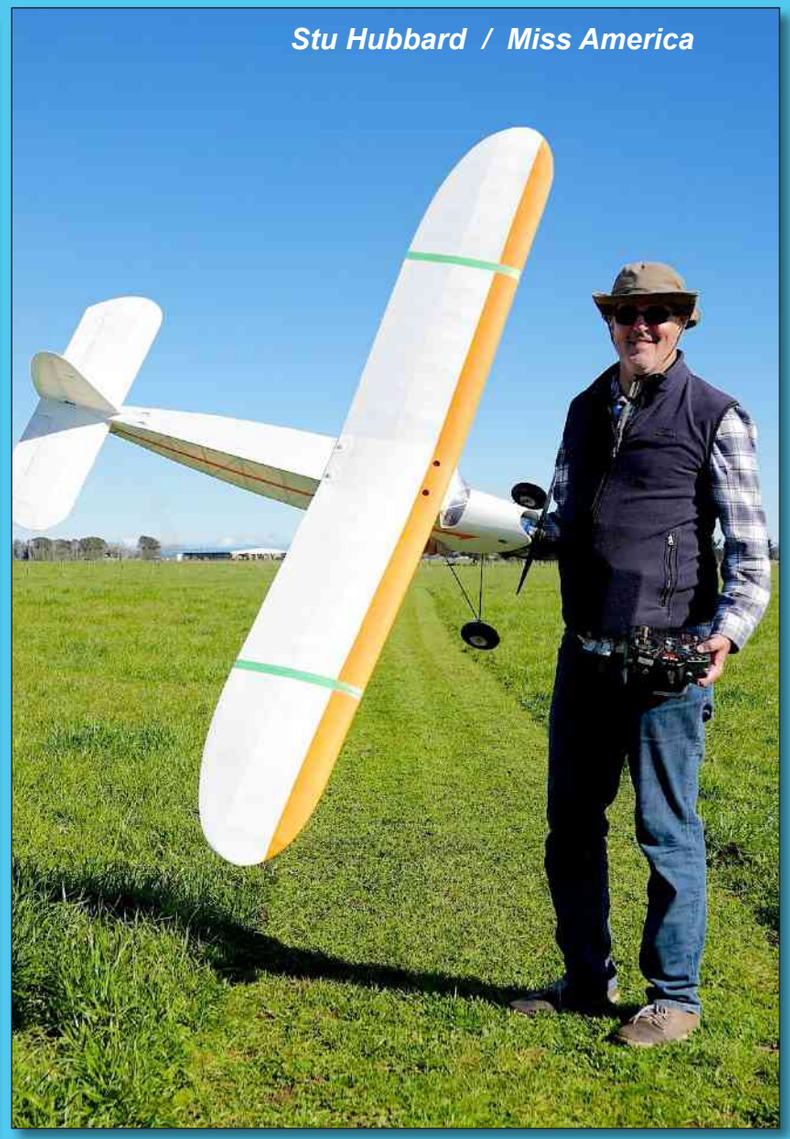
Date to be confirmed due to farmer's baleage harvest. Contact Stew Cox for details
flierstew@gmail.com 027 548 1894

Last Year's Glider Event

JOHN SELBY MEMORIAL RALLY

Photographs by Ross Gray

Dave Crook / Lanzo Bomber



Stu Hubbard / Miss America

Bryan Treloar / Red Zephyr

JOHN SELBY MEMORIAL RALLY

Photographs by Ross Gray

Stalwarts Linda and Ivan, down from Fielding and enjoying the day

John Millar prepares his Bombshell with clubmates Ian Crossland and Bryan McClair

Stu Hubbard / Miss America

Trevor Glogau / 1936 Streamliner

JOHN SELBY MEMORIAL RALLY

Photographs by Ross Gray

Dave Crook / Miss Fortune X
"Was that in?"

Two Miss Americas by Dave Crook and Stu Hubbard

Terry Beamont prepares new scaled down Airborne assisted by Noel Fisher

JOHN SELBY MEMORIAL RALLY

Photographs by Ross Gray

Bryan Treloar did a great job on the BBQ
All was quickly devoured

Joe Bradbury / Viking with Stu Cox on the stopwatch

MODEL TRAILER Roy Smith MAAC (Canada)

I attach a picture of my trailer that I use to take my models to contests. There are 25 power models in there, plus 10 rubber models, and 3 gliders. There are others that languish in the basement. Several of the models in the trailer have yet to be trimmed, let alone flown in competition; many others haven't been flown in competition for years - but they are there as 'spares' in case one of the more favoured ones should get lost or broken. One of those that has yet to be flown is a *Gastove* - a pretty design by Mike Gaster from back in the 50's. It is scaled up to 690 sq in and has a Dooling 29 on the front of it - picture attached. I built it because it is pretty, and I hadn't built a planked fuselage since my early teens.

For this winter I have planned a *Slicker 50* with O&R 23 ignition engine that I have made the kit of parts for, a new carbon fuselage with a P-zero engine for my 1/2A classic power model - front end made and tailboom already skinned with aluminum - and a new wing of my design for a Nelson 36-powered, 850 sq in, C-size Classic power model (kit of parts also already made).

That Gastove was built in 2015 - still not flown. I am thinking of going to my trimming field with it sometime in the next month or so. So many things to fly, so little time!

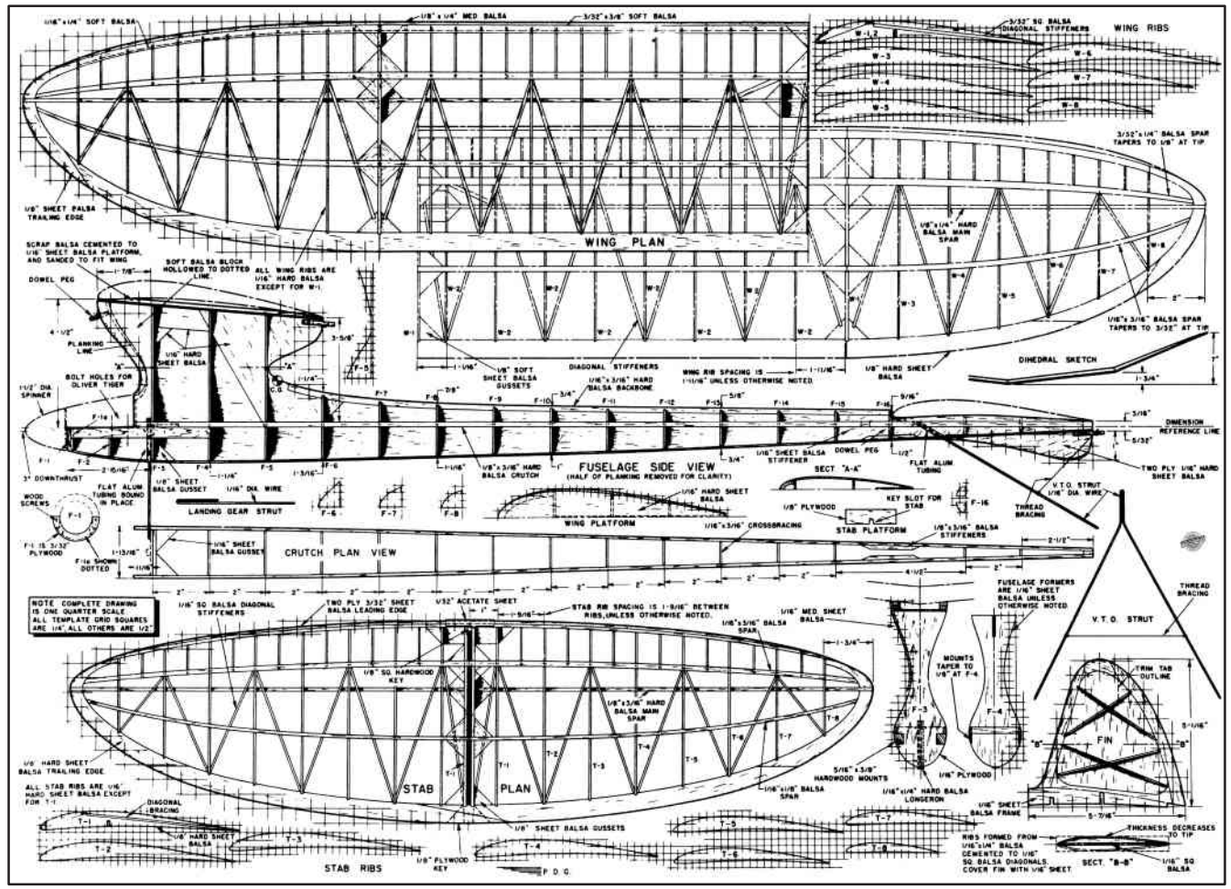
People turn up to the US National FF Championships (which is where the photo of the trailer was taken a few years ago) with much larger rigs than I have. The N. American continent has a population of over 1/2 billion, so we do still get significant numbers at the major FF championships. I have attended since 2009, there being no non-FAI contests in Canada any more, including no Canadian Nationals.

There are two FAI contests held near Toronto each year, over one weekend, supported by a small cadre of enthusiasts in that area and attracting a number of contestants from fairly distant places. Although Canada has a larger population than NZ (about 7.5 times the size) it is a vast country - approximately 5,500 km, and 5.5 time zones, from coast to coast - so it is difficult to get enough people together for a contest. By comparison, the USA covers 3 time zones from East to West, with about 10 times our population. For some years now the MAAC board has been dominated by an anti-competition faction, so there is little likelihood of FF competition being revived here.

The numbers are dropping even at the US Nats, of course, although this year saw a pretty good turnout - I'm guessing about 150 people in total. There are still upwards of 15 people flying in most events, some events a lot more than that, so FF is still alive, but not necessarily in the best of health.

Thermals, Roy.

GASTOVE MICHAEL GASTER 1956 built by Roy Smith MAAC



Designer Michael Gaster ....

"Toward the end of 1949, I decided to design a model with considerably higher performance than the usual Banshee or Slicker. By using a larger wing area and by keeping the weight down to about 16 oz, I estimated that I would not lose anything on the climb, the performance increase resulting from the low thermal catching glide. To improve the glide still further, I decided to use a thin, rather heavily cambered section of the Benedeck family to increase the maximum life coefficient and thus reduce the stalling speed. A thinner version of this same section with less camber was also used on the 33 per cent tailplane which was designed to carry its fair proportion of the load. The model was built around an ignition Arden .199. The original design was for a fully planked fuselage combined with a partly cowled motor fitted with a spinner. However, on consideration of the weight involved, I used a tissue-covered structure of built-up diamond sections. Gastove MK-1 came out at 16-1/4 oz complete with ignition coil, battery timer and twin wheels; as can well be imagined, it was very weak and sloppy. The performance was quite promising but the model was unfortunately lost on its first day out because of a faulty timer."

I've been busy building my replacement *Stardust Special* and refurbishing my fly away one.

Was interested to read about the *New Ruler* using a 6S battery. This is what concerned me about changing the duration rules to an unlimited power supply. So be it, but I don't think that is in the spirit of vintage and this sort of powering could lead to dangerous situations. It's the rule now, but care needs to be taken.

Cheers,
Barrie.

Ed. Those diagonals on the new wing should help it handle more power :-) Barrie is also branching out into 1/2A Texaco - perhaps with the smaller of the two SS's in the photo?

SPORT CABIN IC TEXACO TOMBOY

Barrie Russell

Earlier: "The SCT Tomboy is just finished and ready for engine trials and flight testing. That is, if the weather decides to play ball. Windy here at present and forecast for a few days.

For the record, this is the John Ensoll built model that Barry Lennox passed on to me. The model is exquisitely built and was un-powered or flown. The very light weight tissue had deteriorated and collapsed on touching. I have recovered it with some Solar Litespan I had, fitted two 5.5 gram HV servos in the rear of the fuselage, and built in a firewall motor mount to take the cox motor that you have very kindly set up and supplied.

The flying weight is 9.8 ounces, a little heavier than my 8.00 ounce electric model, but should still hopefully perform.

30th Sept: Flight tests of the TB are completed and I am chuffed. First flight climbed very steeply for a nine minute flight. Added more engine down-thrust for a less dramatic second flight. Great height and durations - a timer with 20/20 vision is definitely needed.

Without any changes, the TB will be suitable for 1/2A Texaco as well.

Cheers,
Barrie.

PRONTO 1972 READERS' MODEL

Bernard Scott

Pronto featured in Issue 207. Wanting a small and simple Vintage Sport Flier, this was a likely candidate. It was built and flown in under a month which may be a speed record for me.

I decided to use the smallest engine that would provide adequate performance. An upright-mounted OS.15LA proved more than enough, however this arrangement covered the fuselage and inner wing with castor gunge.

With its remote needle valve, rotating the LA was impractical so it was replaced with a side-mounted OS.15FP that expels exhaust oil down and mostly off the model.

Flying surfaces are tissue covered and the fuselage is silked, however I broke from tradition with the radio system after reading a Ugandan report about a couple of experimenters who claimed to have had moderate success with a new-fangled microwave transmission system. The impossibly small white 2.4MHz antennae required for this system can just be seen at the cabin area. Only after much air-time will I be able to judge the reliability of this experimental system.

Omitting the steerable tailwheel to keep the rear end light proved unnecessary as tail weight was needed. A 2oz tank gives ample flight time.

After years of flying Vintage designs, *Pronto* will be a good start to retraining in more demanding stick work. Enlarging to suit a .35 or .40 engine, reducing dihedral, and adding ailerons would give a great four channel trainer - but then it would not be a *Pronto* anymore.

Hawkes Bay Vintage

Barrie Russell

L to R **Russ Nimmo** Playboy **Anthony Hales** Playboy **Mike Shears** Night Train **Graeme Rose** / Tomboy
Barrie Russell Stardust **Brett Robinson** Lanzo Bomber **Barry Kerr** a handful of stopwatches

Stardust Special Mania. Has taken hold in HBMF with exciting times ahead. I have just finished my replacement following last month's fly-away. That original is close to having repairs and a replacement wing finished. I test flew my new one and must say I am pleased with the way it's shaping up, built it to an 80 inch wing and lighter than the original. One problem I've struck is covering it with Chinese shrink film (Alliexpress) that film is very strong and has a high shrink rate and has pulled a significant warp in the wing. I thought I'd got it out, but a small degree was still there today so needs some more attention. However, flying-wise it trimmed out okay and is looking very promising.
Having lost sight of my previous one, I decided on a different colour scheme this time, solid colour for a change with dark underneath. It's very visible !

And the good news Is that Both **Robert** and **Stu** have ordered kits, **Graeme Rose** is building his, **Tony Ives** has one ready - just needs a bit of arm twisting to come and fly it. **Rowdy** is itching to fly his recently finished one in a competition and show us all how it's done once he can tear himself away from the sun in Queensland and **Stanley** is busy melting in the UK and itching to get back to some real Hawkes Bay weather !
Stardust Specials ….. Bring 'em on !!

Single Channel

Barrie Russell

Now for some real fun …… test flying my Senior Tomboy with the Single Channel OS Guppy transmitter that **Barry Lennox** has converted for me. For the test flight, I set the throttle at about two thirds power and trimmed the model out using the elevator and rudder controls (and trims) to get the model flying straight, with a mild climb under power and a reasonably flat but positive glide.

Once I had it trimmed and three crashes high I took my hands off the controls and flew the model with the sequential Single Channel push button ..press / left … release for centre …. blip/ right … blip /left … blip right etc! Once I got the hang of it, it really was quite easy. I even managed to bring it home and land it at my feet without touching the elevator, just blipping for turns.

I could hold the rudder in for a while on the right turn, but holding it in any length of time for left resulted in a diving wing over, so just blips were preferable. I'll leave the aerobatics until I'm a bit more proficient and higher !! **Mike** did the second test flight and we had a couple flights each and a whole lot of fun, talk about a couple of kids reliving their past !!

Now what did I do with my old Reed set? **Mike** is getting all excited - I think he still has his stored

Overpowering, Overloading, and Overbuilding (1)

Rob Reynolds

There are a few really popular planes that have been around for decades and are now considered classics, which were lightweight when they were first published or offered as kits, but now are typically built at 125% to 150% power and wing loading. Everybody seems to be having a good time, and it seems there isn't any issue that needs to be addressed.

That's what people usually think - we're all having fun, so don't make a big deal out of it! Most of us tend to watch others and do what they do, and thus a habit is formed. My purpose in writing this is to promote alternate points of view, particularly those that don't tend to get a lot of attention. I frequently read advice online to build light, and everybody knows it's a good idea, but a few seconds later the discussion returns to other topics, such as how large an engine or fuel tank can be crammed into a model, and how much extra reinforcement should be added to the landing gear, engine mount, and wing attachment points to compensate.

Back in the early days of RC everything weighed more. Airplane kits frequently contained hard balsa, planes were covered with fabric and dope, engines were heavier and less powerful than today's engines, and of course radio gear weighed a ton. Because radio gear was also unreliable, it was a good idea to add reinforcements here and there to strengthen an airplane against an all too likely crash. RC was a hobby pursued by individuals with an unshakable determination to get the plane in the air. A wallowing flight at low altitude around the field was considered a triumph. Those guys knew how to have fun.

As radios and engines became lighter and more reliable in the 1970s, designers embraced the idea of lightening the load. This was the era of the Telemaster, Lazy Ace, Funster, and other lightweight designs. In the 1970s the magazines also published a lot of classic 1930s designs updated for RC, because of the new opportunity to enjoy classic lightweight flight with modern reliable engines and one or two servos for control. Experienced builders in those days had the habit of reducing weight in any way possible, and were rewarded with fine flying models. Today even smaller radios give us the unprecedented opportunity to build lighter planes than ever, but for some reason it is now surprisingly common to add weight. Instead of enjoying the weight advantage of a light radio, most guys take the opportunity to add extra servos, putting one or two on each aileron and one on each elevator half. Then a bigger battery is needed to feed the servos. And of course now that we can all own dozens of engines, why not use the biggest one that will fit? Instead of enjoying the lightness that is allowed by technology, a lot of people add extra weight, just because they can.

Most of us have noticed the trend from glow engines toward gasoline engines. The usual reason given is that gasoline is more widely available and less expensive. A gasoline engine suffers a power penalty compared to a glow engine of similar displacement, so a 20cc gas engine will typically replace a .60 (10cc) glow. For a real-world example, consider the Telemaster.

My RCM Senior Telemaster has an OS.70 Surpass engine, and is a little bit overweight because I built it with hard longerons for durability and didn't take extraordinary measures to keep the structure light, because I don't want crash damage on the way into the car. It has one cheap servo per aileron, and a 4 cell AA nickel battery. I can fill the 10 ounce tank and fly for half an hour at moderate throttle settings, then land with half a tank of fuel, if I can get it to land at all. It soars like an eagle due to its light wing loading. I have seen Senior Telemasters with 25 and 30 cc gasoline engines. These planes typically have big slabs of wood behind the firewall to dampen the vibration. The landing gear mount needs reinforcement. The wing attachment area needs reinforcement. The entire tail section needs bracing to keep it from twisting. That's a lot of extra effort to make sure the plane doesn't fall apart. Generally these planes end up weighing 10 pounds or more, and people act like this is normal even though the original spec weight in the RCM article is 6 pounds.

It should be noted that such a plane is fun to fly, and there's nothing wrong with it. But there is no discernible advantage. Consider the alternative. I can take my Telemaster out for the afternoon, and for about $3 worth of glow fuel I can fly until I'm sick of it. If I had made more effort to keep it light I could have used a smaller engine and trimmed that to $2. So money isn't a big deal. I didn't even have to buy one of those gasoline engines. But the really interesting point is that it's a whole different flying experience. Any schmoe can build a heavy plane with a monster engine on it, and they all fly the same. But those who put forth the effort to build extra light are rewarded with an inspiring experience. A light plane really does fly better. The funny thing is that I'm not even talking about careful selection and gluing of balsa. What I'm really talking about is big engines, plus all the stuff that comes with them.

(continued)

Overpowering, Overloading, and Overbuilding (2)

Rob Reynolds

Sometimes I question myself when I start ranting about a topic such as this, because everybody has heard it all before. But then I think about it for a bit and I remember that we are surrounded by overweight, overbuilt, overpowered airplanes. Forget the gasoline engines for a bit and turn your attention to the classic 40 size glow model. Most guys want to use a 46 because well, why not? Now the plane goes faster, so you have to add braces to make sure the tail doesn't get ripped off, and use better servos to prevent control surface flutter. May as well use a servo on each aileron, right? The 46 may be lighter than its 40 size cousin because it's just a bored out version of the same engine, but a 46 is always going to have heavy castings with ball bearings and a big muffler. It all starts to add up to an overweight plane. What if you start with a modest sleeve bearing engine and match everything to it? Most guys wouldn't even consider this, because it just sounds ridiculous. "Hey, try a dinky engine. How about a 40 FP?" The answer will be "Are you crazy? I might as well just throw this plane in the garbage."

I'll give you a real world example of how a dinky engine can be an improvement. In my early RC days when I was broke I always wanted a mid-size 4 stroke engine, so I saved my nickels and dimes and bought a second hand OS 48 Surpass and put it on a newly built RCM Trainer Jr. It flew well and was a lot of fun. One day the crankpin broke off of the crankshaft, so I replaced the 48 with an OS 40 FP, which was the only suitable replacement I had on hand. The engine itself was considerably lighter, so I was also able to eliminate the tail ballast which had been necessary to balance the Surpass engine. The plane lost around half a pound, which is pretty impressive for a 5 pound plane. This was a step down in power, but the plane flew so much better I could hardly believe it. Manoeuvres were quicker, turning radius was smaller, take-off was shorter, glide was flatter, climb rate was better. The plane was better in every way, just by fitting a smaller engine that was renowned at the time for being "gutless".

You may be sceptical about the difference that a few ounces will make, so I have another example from personal experience. A friend built the Divider and tried it with various engines including the Enya .19 VI, OS.25 FP, OS.25 FSR, and OS.25 SF. The weight difference between these engines is only a few ounces from heaviest to lightest, but we noticed a definite improvement in agility with the lighter engines. The heaviest engine (.25SF) provided a significant increase in top speed and climb rate, but the plane just wasn't as nimble, which had a serious effect on the overall experience of flying the plane.

A customer recently emailed me about modifying the Lazy Ace he is going to build from my kit. The Lazy Ace is a remarkable design. Looking at the plan, it's obvious that it was conceived as a biplane version of the Senior Telemaster. I fly mine with a Saito 91, which has more power than the .60 engine the plane was originally designed for, but weighs the same as an old .60. My Lazy Ace is true to its heritage as a super lightweight, moderately powered, lazy, floaty plane. Flying it is simultaneously entertaining and relaxing.

My correspondent is considering a Saito 180 for his plane. The engine weighs 12.6 oz more than mine and will require a heavier mount, a heavier propeller, a heavier firewall, and considerable firewall reinforcement to dampen vibration, and a bigger tank. This in itself isn't a problem because the Lazy Ace is a big airplane and is capable of carrying a lot of weight. But what about the strength of the airplane itself and all of the hardware, bracing and fixtures? With twice the engine displacement it may be hard to keep the plane slow, so it would probably be a good idea to upgrade the wing struts, add bracing to the tail, add some torsional braces inside the fuselage, and of course upgrade the landing gear to carry all of the add-ons. Can it be said that such a plane would be overpowered? Not really, because now it's a heavier plane. If somebody were to read me the new specs and ask for an engine recommendation, I would probably consider a Saito 180. Starting with a set of parts for a Lazy Ace you could build it stock, fit a lightweight engine, and fly a light airplane, or you could add a bunch of extras, fit a monster engine, and have a properly powered, normal airplane. They both fly well.

But we've all flown "normal" planes before (by today's standards). Building another normal plane cancels the opportunity to fly a Lazy Ace, which in its original form was a surprisingly light airplane for its size.

I know this is a huge rant, and I apologize. This is a point of view that doesn't get a lot of support, so I thought it would be good to share it. More power usually requires more strength, which requires more weight, which requires more power, etc. Don't get sucked into that loop. I have a big collection of lightweight sleeve bearing engines that get a lot of air time because they allow me to build a plane lighter, burn less fuel, and use cheaper servos and smaller batteries, without worrying about structural failures. The result is a superior airplane, rather than one of those crazy rocket bricks I usually see other guys flying. It's usually not the weight of the balsa that pushes you over the edge. It's equipment choices. Choose wood with enough strength to withstand handling and transport, then pick a lightweight engine on the small end of the recommended range. The engine will be adequate because it doesn't have to haul a heavy engine around. Then keep the rest of your equipment light to match the engine. Try it and you'll like it!

One of the overseas recipients of AVANZ News I have regular contact with is Roy Smith, the sender of the model trailer and *Gastove* items presented earlier. Roy also sent his report of the latest **Great Grape Gathering** event that he runs each year.

With the inclement run of weather that most NZ areas have been experiencing, and the down-turn in our Vintage gatherings (Levin excepted), it is good to read how the long-running GGG contest went ahead despite some familiar difficulties - and one unusual one, presumably caused by trumpery in the USA.

While the GGG is not specifically for vintage designs, in the results I count seven events that would be considered vintage here, and several others that would accomodate vintage designs. That is the official justification for including the report, although the photo of Roy launching a ***Dixielander*** in Nostalgia Gas would have been a good enough reason!

The results show events that seem to me to be just what we need to re-inspire some of us in Vintage Free Flight. The Jimmie Allan, Half-Wakefield and No-Cal Scale events, as examples, would be a lot of fun, testing modelling and flying skills while not demanding the extremes to which some of us have grown weary.

Editor

GGG 2025 Report

Roy E. Smith

Part of the flight line, Saturday, September 6, 2025

September 5-7, 2025, saw the running of the 55th annual Great Grape Gathering. I say the 55th because the documentation I inherited from Jim Anderson, back in 2009, reported that the contest had been running since 1971. I have been told by one flier, of many years standing, that he can remember the contest being held as early as 1964 – which would make this the 62nd in the series. I have not been able to verify that date but, suffice it to say, that the contest has been running for a very long time.

The forecast for this year's edition was not promising – strong winds for Friday, rain and slightly less wind on Saturday and clearer skies with similar wind for Sunday. The reality was somewhat better than the early forecast, but not the best weather we have experienced for this contest. Friday was as forecast, the wind was strong and a group of intrepid fliers sat and watched the longish grass being bent horizontal by the inhospitable weather.

Because Friday's events were not flown at all it was agreed to roll all those events over into Saturday – in parallel with all of Saturday's planned events.

Saturday's more recent forecast predicted light winds for the morning, from the West, strengthening to 10-12 mph by noon and veering to become more Northerly by afternoon. As a result, it was decided to set up the flight line to the Northwest of the field. It turned out that the light winds of the morning persisted for the whole day, no rain materialized, there was little change of direction, and plenty of flying was enjoyed by all. The FAC contingent decided to be bold and risk 2-minute maxes on Saturday – and that decision was rewarded by the light winds that prevailed all day.

Matt King demonstrates the technique for holding both props of his P38 prior to launch.

The P38 in flight!

That P38 was, indeed, quite magnificent in flight.

We had a new flier turn up for this year's contest, with a very nicely built Jr. Commercial. Let us hope that this bodes well for future flying events. He successfully launched from the ROG table for a very respectable flight. A very warm welcome to Dennis McAllister.

Dennis McAllister poses with his Jr. Commercial.

Joe Mollendorf's brother, John, also brought a friend who was an active flier in his youth and is interested in getting back into it. His interest appeared to be power flying as he and I had discussions about the styles of model, the engines, and the fuel systems – I will be happy to give him all the encouragement I can if he decides to pursue that admirable objective.

Lynn Miller was trimming out his Jimmie Allen Bluebird at this contest. Another beautifully built example of the aeromodeller's craft. This aeroplane showed great promise.

Lynn Miller launches his Bluebird in the Jimmie Allen event.

I have one more flying anecdote to report. Many years ago, Brad Bane had a set of uncovered wing and tailplane structures brought to him from Ukraine by the master flier – Ed Keck. These were carbon fibre creations along the lines of typical F1C models of the time, but larger in size. They languished in Brad's basement for years because the builder-of-the-model rule was still in place at the time and some competitors objected to this level of pre-fabrication. That rule having been abolished for some time now, Brad wondered whether the time had come for him to make some use of them. He decided that a VIT model, powered by a Nelson 42 that had similarly been languishing in his storeroom of goodies, could be just the ticket for the AMA D Power event. The expertly crafted model has been completed for some time now – awaiting a nice calm day to give it its first trimming flight.

In power free flight one of the greatest challenges comes in the very first launch. That is always a tense moment – you can never be quite sure what the model will do at that moment. No matter how much care is taken with the intital setup the first, very short, flight is always something of a heart-stopper. Once the model has survived that, the flier can see what adjustments are needed and the model can be brought step-by-step into good flying trim. Saturday was the nice calm day that Brad had been waiting for.

Brad and Ruth Ann team up to start the Nelson powerplant.

As noted, the first trimming flight of any power model is highly unpredictable, especially with extremely rapid machines like this one. Trimming adjustments can be measured in thousandths of an inch – which can have a profound effect, especially upon the power pattern – so even a slight misadjustment can produce undesirable results. Brad launched in the typical vertical manner for this type of machine and the model leaped forward. It clearly had a right-turn tendency and, even with the 2-3 second engine run that was set, it did a very rapid wingover manoeuvre to the right and hit the ground with the engine still running. The whole contingency of onlooking fliers was aghast at this turn of events. The damage appeared to be extensive but, on sober inspection, is definitely repairable. Everyone present is hoping to see this model put back together and to witness its extremely high potential realized. Such are the peculiarities of power free flight that the rapid right turn was probably not caused by any right rudder trim. The more probable cause was too much wing lift, causing the aircraft to try to 'loop'. When this happens, the gyroscopic effect of a rapidly turning propeller converts that motion into a sharp 'yawing' motion to the right.

The FAC contingent braved 120 second maxes on Saturday and the fact that the strong winds did not materialize that day justified that decision.

I can testify that my three flights on Sunday, in A Nostalgia Gas, launched from the furthest point accessible on the West side of the field, DT'd at 92 seconds and landed just yards short of the corn bordering the East side each time. Retrieval of such a large model, with an electronic tracker, is not difficult even from such tall corn, but smaller models would have presented a difficult retrieve. The corn rows seem to be the standard distance apart but within the rows the corn stems appear to be closer than usual, making it difficult to move from one row to another.

Roy Smith launches in the B Nostalgia Gas event on Saturday

Sunday started out with very light winds, but the forecast was for them to become Southwesterly, so we moved the flight line more towards the midline of the field. By the time that was accomplished the wind had become much stronger and was from the West, so the flight line was moved again – to the West side of the field, as close as was prudent to the taxiway for full-size aircraft to reach the landing strip. The wind was flyable, but maxes had to be kept to 90 seconds in order to have some reasonable expectation of not repeatedly ending up in the very tall, and closely-spaced, corn on the East side of the field. Unlike some previous years, there was little in the way of soybeans planted – predominantly corn – making the consequences of landing in the crops quite severe.

I have to say that, from the point of view of the organizer, even taking into account the dismal forecast preceding the contest, the turnout was disappointing. The FAC contingent was slightly larger than the non-FAC fliers, but numbers were down in both categories. One factor was that some of the usual Canadian fliers were unwilling to travel into the USA. Thirteen people registered but only 10 actually made flights of any sort – 5 in FAC, 4 in non-FAC and 1 in both categories. The three registrants who did not fly were all power fliers, making the continued inclusion of that category questionable. This was a repeat of what happened at the ESFFC in June. By comparison, three power fliers flew at the 2023 and the 2024 GGGs.

Despite these attendance issues, a very good time was enjoyed by those who did participate. Considering that the first day was lost to powerful wind, and the third day also had quite 'fresh' breezes, a respectable number of events were flown, especially by the FAC contingent. In the two days of flying, 6 FAC fliers recorded 67 official flights in 7 events, while 5 AMA/NFFS fliers recorded 34 official flights in 9 events. These numbers are actually better than they might at first appear. On both days of flying the establishment of a flight line was delayed because of difficulty in determining what direction the wind would be likely to settle at. This reduced the available flying hours, so the amount of flying achieved is quite creditable.

This restriction had less effect upon the FAC fliers than on the AMA/NFFS/SAM fliers because it is allowable within the FAC rules for a flying day to be extended, with the agreement of all participants, which is what occurred on the Saturday.

As is well known, at the GGG, trophies are presented for various achievements. At the 2024 edition Jerry Gross won the Can-Am Free Flight Trophy (awarded to the NWM Grand Champion) but was not on-site to receive it as he and his wife needed to return to Pennsylvania in order to satisfy a prior commitment. The award was presented at this year's contest – photo below.

As many of you are aware, it has been decided to build a cabinet for storage and display of the GGG trophies. This cabinet will be dedicated to the memory of our departed friend – Jim Moseley – partly because that is fitting and also because the money for materials will come from the funds raised by the sale of Jim's 'stuff' a couple of years ago. One of the reasons for deciding upon a cabinet is that we have recently lost one trophy altogether, when its recipient died during the year after winning it and the managers of his estate didn't know that it should be returned.

Jerry Gross receives the Can-Am Trophy for 2024.

Another trophy suffered some damage during its sojourn with a previous winner. (Note: that damage has been repaired very effectively by Matt King – thank you Matt – so the trophy is presentable again.) Matt replaced the damaged model of a spitfire atop the trophy with one decorated in the insignia of the aircraft flown by the British WWII ace, Douglas Bader.

Bader had lost both legs in a flying accident before the war but went on to fly as a fighter pilot. His history is quite remarkable. He was a daredevil, with little respect for authority, but ended up as a Group Captain and a national hero.

Not many pilots had their initials on the side of their aeroplane in the RAF of the time.

The new Spitfire atop the John Magee Trophy.

By having a storage cabinet, we can present the trophies to their winners, take a photo, and then return the trophies to the cabinet, ready for the next year. I intend to have the cabinet ready for the next meeting of the WNYFFS, in November, and we will then take steps to find a location for it. Our preferred location would be at the museum in Geneseo but, if that is not achievable, Brad and Ruth Ann have offered to keep it at their airplane hangar.

I should note that no photos of the trophy winners were taken at this year's event because the strong winds prevailing on Sunday meant that many of the contestants had left before the end of the contest – as happened last year.

Jerry Gross won the Can-Am Trophy again this year – but wasn't present to receive it – so the photo above should suffice. Some discussion will need to be had on the criteria for winning this trophy. The intention was to encourage people to fly at both sanctioned contests at Geneseo, and to fly in more than one category. This year only five people flew at both contests and only one of those flew in more than one category – Jerry! To give him his due, while Jerry turned out to be the only one eligible to receive the trophy, he had by far the highest points of anyone who qualified by flying at both contests. Anyone wishing to challenge for that trophy would have had a hard time catching up with this energetic octogenarian.

The fact remains that this award does not seem to be encouraging anyone to fly in more than one category. Jerry could have won this year just by flying a rubber event at one contest and CLG or 36" bungee-launched glider at the other contest. We need to do some re-thinking, it seems that very few are inclined to fly categories besides their favourite (and that includes me, despite my good intentions and having both rubber and glider models with me), even with the enticement of having their name inscribed on one of the most prestigious trophies in all of modeldom (perhaps a small exaggeration 😊). Suggestions would be welcome.

My thanks to Ruth Ann Bane for CD'ing the contest, as she has for many years now, and to her and Brad for allowing headquarters to be placed under their awning when ours failed, to Mark Rzadca for "herding the cats" of the FAC contingent, to Heather Mollendorf for recording scores, and to my wife, Sally, for registering the entrants.

The final results of the contest follow: -

Great Grape Gathering 2025 Contest Results

Friday, Sept 5th

No Flying.

Saturday, Sept 6th

Electric 'A'

Maria Noldy	90	44	90	224
Drake Hooke	58	44	43	145

C Nostalgia Gas

Roy Smith	68	90	90	248

P-30

Jerry Gross	71	90	71	232

E-36 Electric

Drake Hooke	90	90	90	270
Maria Noldy	77	75	77	229

HL/CL Glider Combined

Jerry Gross	~~4~~	~~5~~	8	
	19	15	~~5~~	42

SAM Small Rubber Stick

Lynn Miller	74	90	86	250
Jerry Gross	89	66		155

B Nostalgia Gas

Roy Smith	75	90	90	255

FAC Jet Catapult Glider

Vet Thomas	~~4~~	~~8~~	~~9~~	
16	16	12	B24	68
Mark Rzadca	~~8~~	12	~~8~~	
26	~~8~~	9	B15	62
Matt King	~~5~~	17	13	
~~11~~	15	~~11~~	B15	60

{Note: B** means ** bonus points are to be added to the flight total.}

FAC Embryo Endurance

Mark Whalen	120	79	120	
		B9	328	
Vet Thomas	120	78	89	
			B9	296
Mark Rzadca	89	54	120	
			B9	272
Matt King	46	55	111	
			B9	221

FAC 2 Bit Plus 1

Mark Whalen	120	120	75	315
Matt King	55	70	60	185
Vet Thomas	23	69	72	164
Mark Rzadca	45	51		96
Matt King	60	56	62	178
				(DNQ)

{Note: DNQ means the flights do not qualify because they were made by a flier who scored higher with a different model.)

FAC Jimmie Allen

Vet Thomas	64	72	120	256
Matt King	77	76	81	234
Mark Rzadca	55	55	43	153
Lynn Miller	68	36		104

FAC Half Wakefield

Matt King	83	60	93	236
Mark Rzadca	78	113		191
Dennis McAllister		26		26

Sunday, Sept 7th

SAM Small Rubber Fuselage

Jerry Gross	68	58		126

A Nostalgia Gas

Roy Smith	90	90	90	270

FAC OT Rubber Fuselage

Matt King	90	82	89	261
Vet Thomas	90	90	79	259
Mark Rzadca	90	81	57	228

FAC No-Cal Scale

Matt King	74	75	58	207
Mark Whalen	196	oos		196
Mark Rzadca	20			20
Mark Whalen	56			56
				(DNQ)

Trophy Awards

John Magee Trophy (winner of WWII Combat)

Not flown.

Jack McGillivray Achievement Award
(FAC high points)

Matt King	17
Vet Thomas	14
Mark Rzadca	11
Mark Whalen	10
Dennis McAllister	1
Lynn Miller	1

Jim Anderson Memorial Trophy
(high aggregate – non-FAC rubber)

Jerry Gross	513
Lynn Miller	250

Bob Gordon Memorial Trophy
(high aggregate – power)

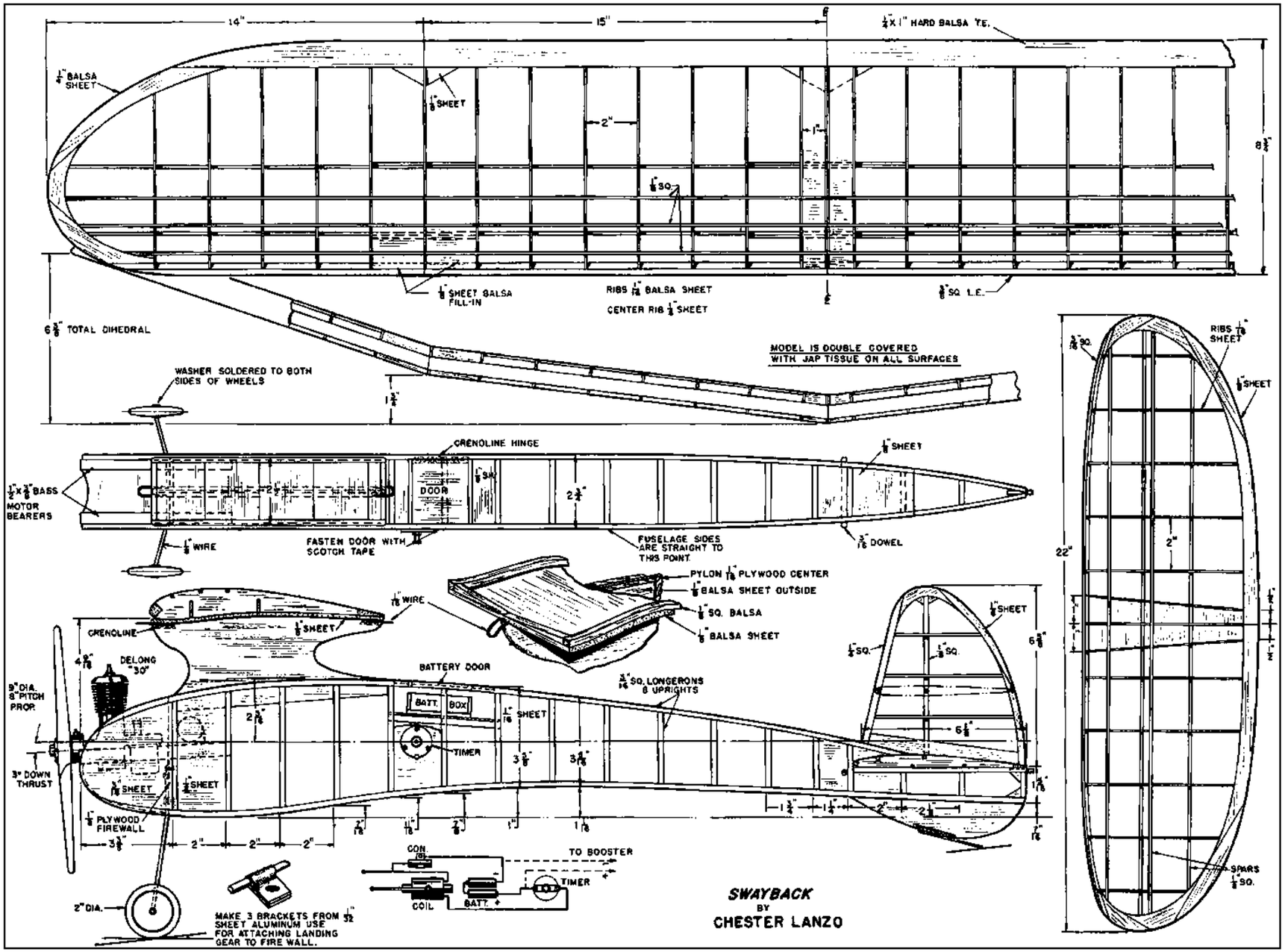
Roy Smith	773
Maria Noldy	453
Drake Hooke	415

MAAC Can-Am Free Flight trophy – NWM Grand Champion.

Jerry Gross	12
Drake Hooke	7 (D)
Maria Noldy	6 (D)
Roy Smith	6 (D)
Lynn Miller	3 (D)

(D) – denotes disqualified by reason of only flying a single category.

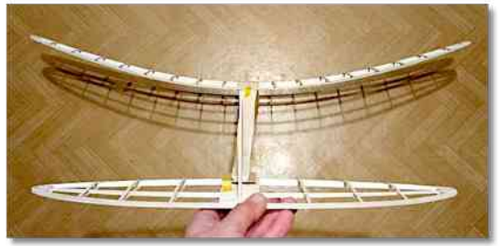
SWAYBACK POWER Chet Lanzo Air Trails May 1947

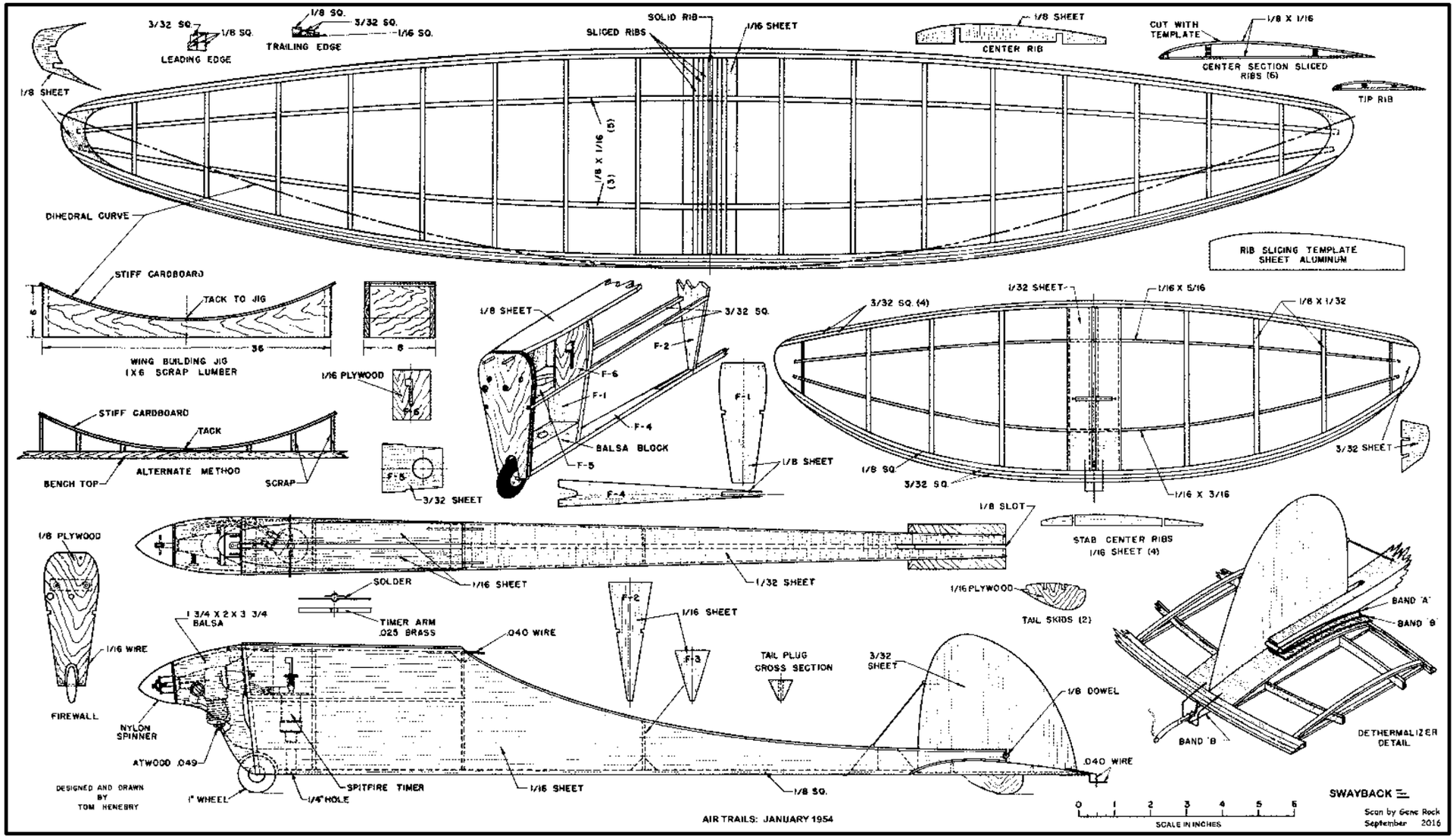


HONEST fellas, the fuselage on this class B gas jobbie is not shaped that way because of a hard bash. It was designed that way for a purpose.

The undercambered airfoil in the body helps generate lift in the climb and glide, without adding any drag to speak of. This produces a hot climb and a slow soaring glide. The whole combination of high wing, lifting tail, and lifting body produces a very stable and, efficient plane.

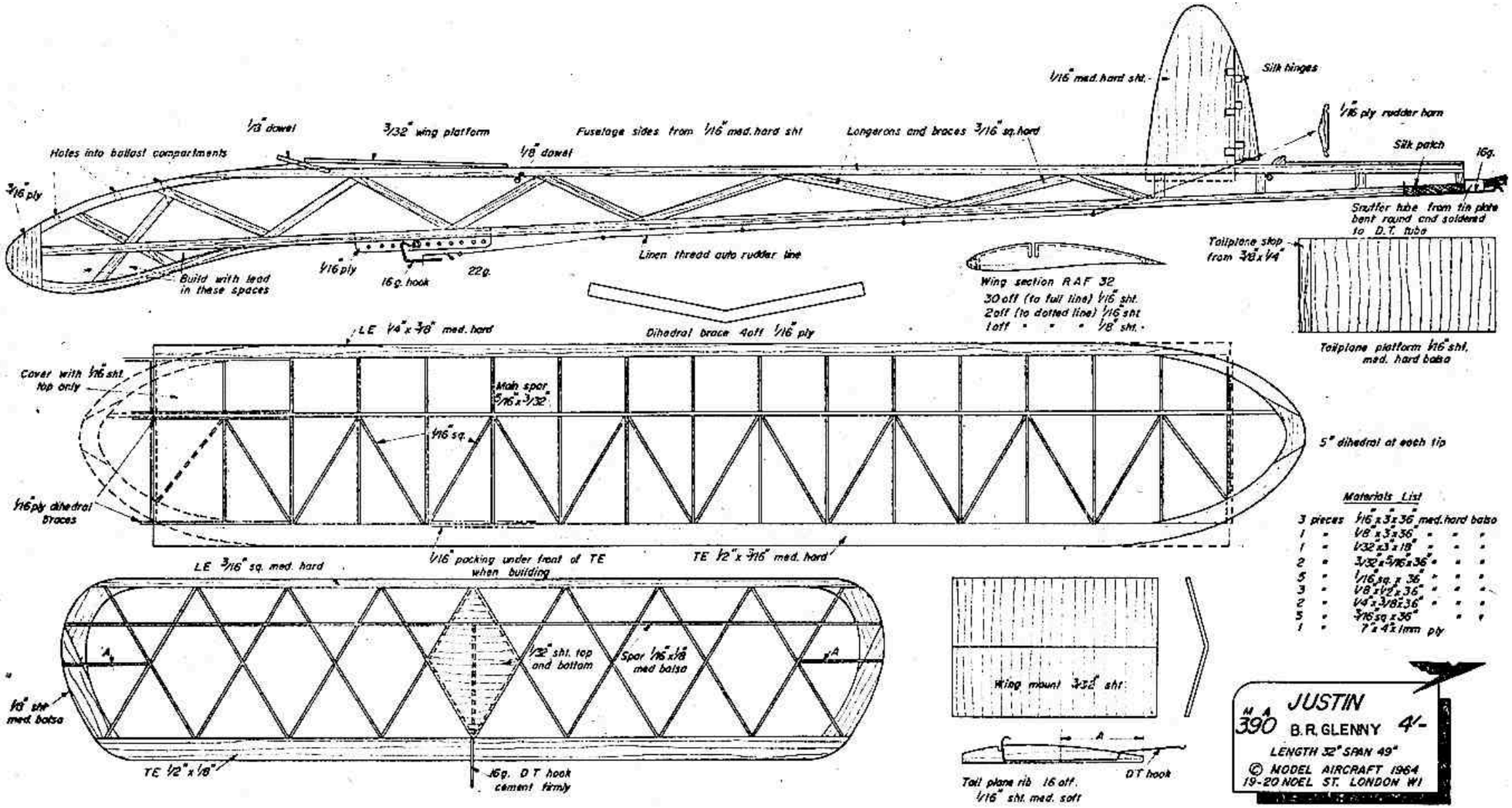
SWAYBACK SMALL POWER Tom Henebry AT Jan 1954





"If you want a Half-A free flight job that is out of the pylon rut, different from other high-thrust jobs, you'll find that *Swayback* draws plenty of favorable comment from expert or beginner, the elliptical dihedral wing, vertically mounted engine timer and unusual dethermalizer setup getting the nod of approval from most."

JUSTIN Glider B.R.Glenny Model Aircraft Apr 1964

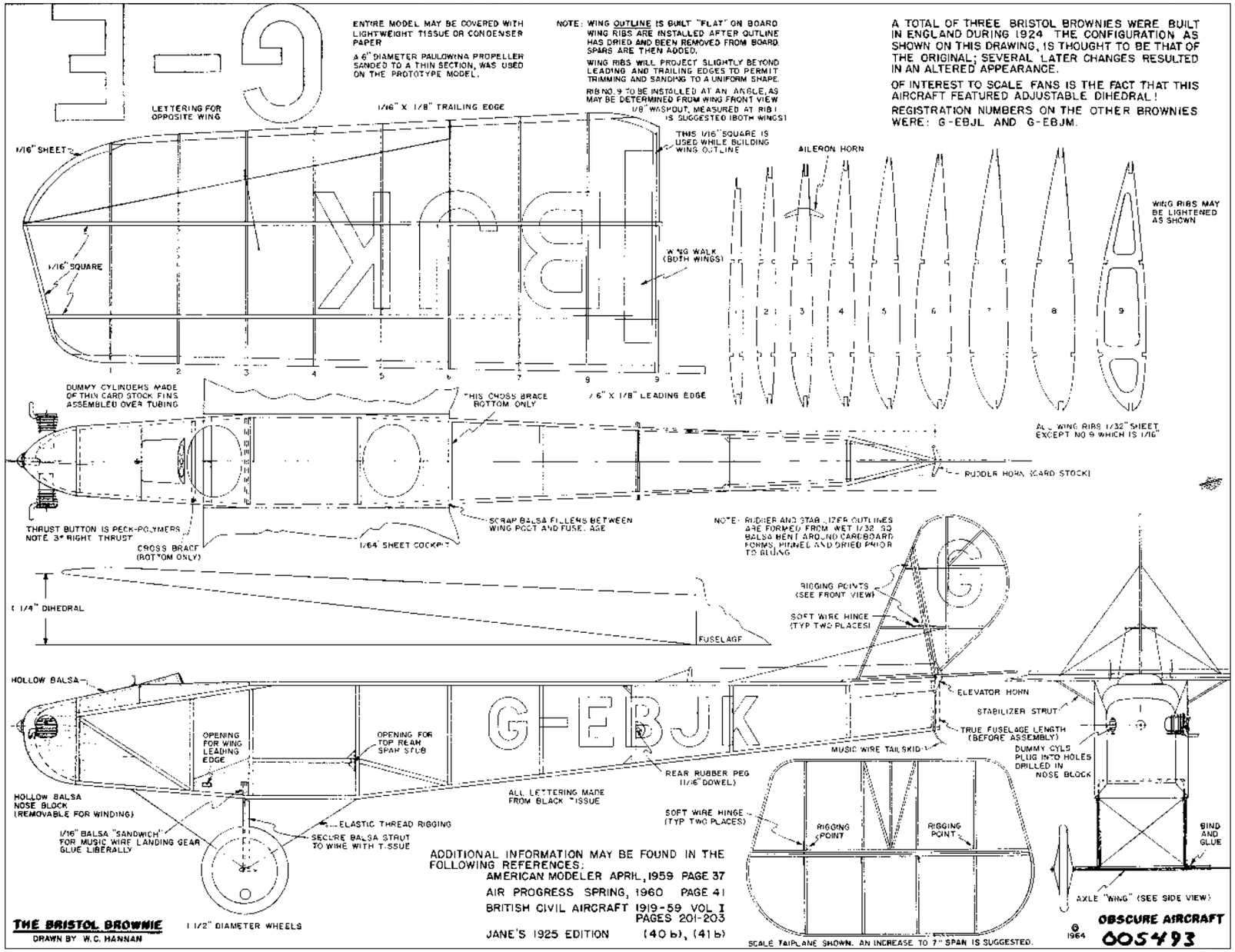


NZ Glider design to the international A-1 formula.

Glenny comments: "This easily built A1 is the developed version of a basic design which has been successfully placing in New Zealand contests for over four years. It is ideal as a club one-design contest project, being quickly put together and presenting no trimming problems."

BRISTOL BROWNIE Texaco Scale Bill Hannan 1964

Another easy design for RC Texaco Scale. Bill Hannan's prolific portfolio of scale designs bodes well for this one. Enlarging x2 would take it to a suitable size.

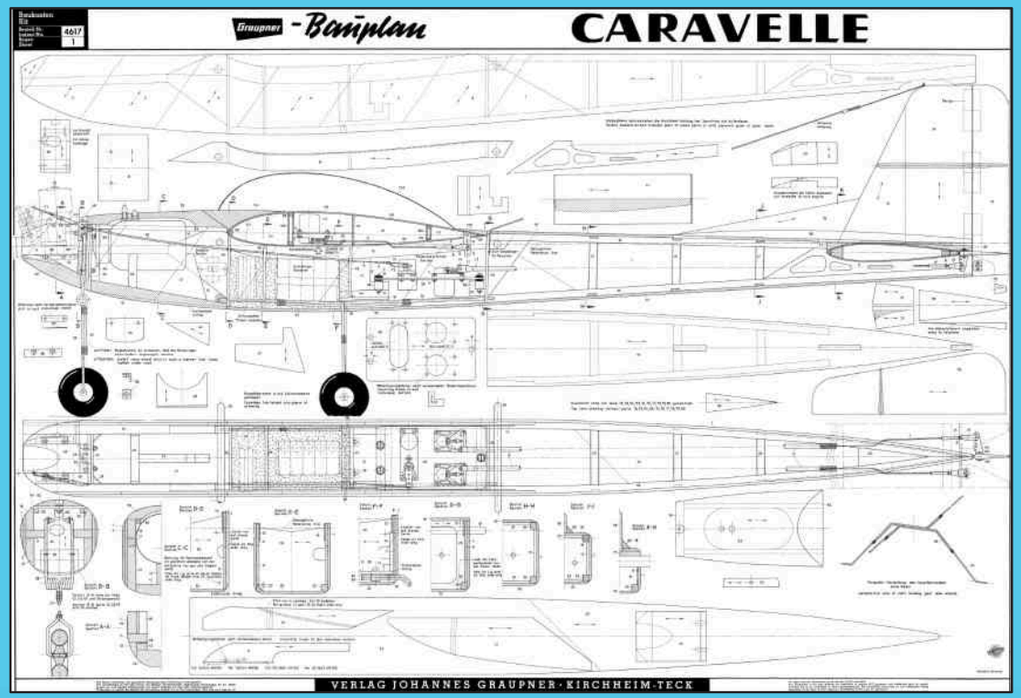


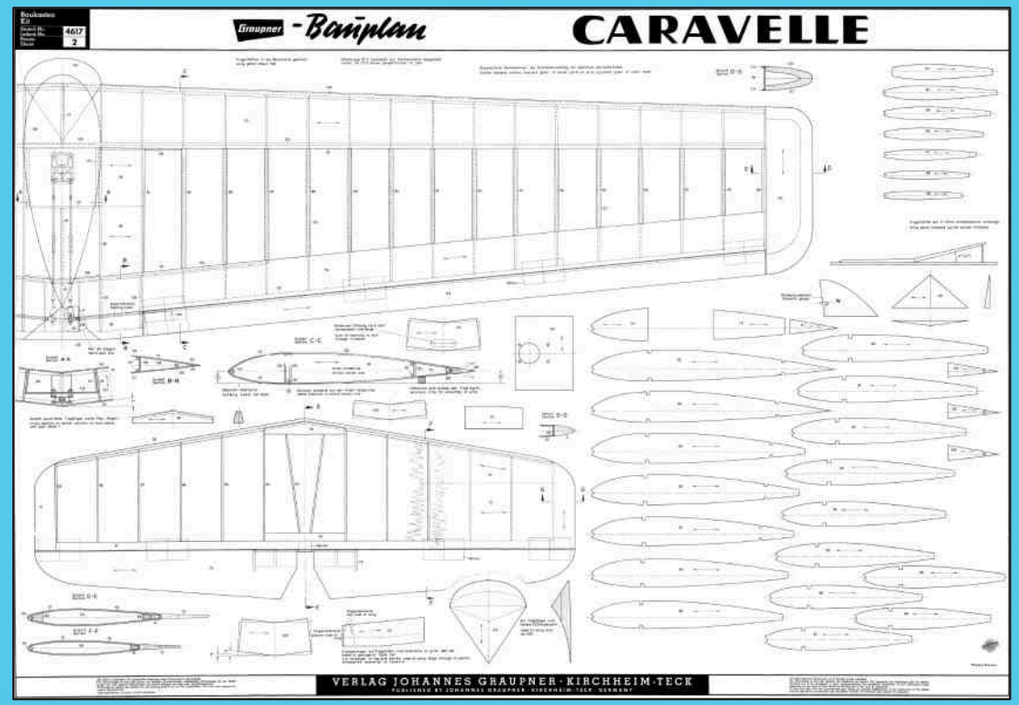
A second *Brownie*, larger at 70" and still within the Vintage period, was found on Outerzone:

(oz10983)
Bristol Brownie
by Bill Hannan
1964
24in span
Scale | Rubber | F/F | Civil

Bristol Brownie
(oz6308)
by Vern Zundel
from RCMplans
(ref:430)
May 1970
70in span
Scale | IC | R/C

CARAVELLE Aerobatic Gustave Samann / Graupner 1963





Aeromodelling Challenge #7

Sage Type 2

Role	Fighter aircraft
National origin	United Kingdom
Manufacturer	Frederic Sage & Co. Limited
Designer	Clifford Tinson
First flight	10 August 1916
Status	Prototype
Number built	1

The **Sage Type 2** was a prototype British two-seat fighter aircraft of the First World War. A single-engined biplane with an enclosed cabin for its crew, only a single example was built, as more advanced aircraft became available.

Development and design

The long-established woodworking company, Frederick Sage & Co, which specialised in shopfitting, set up an aircraft department in early 1915,hiring the well known test pilot and designer, Eric Gordon England, to lead the department, and recruiting Clifford Tinson, formerly deputy to Frank Barnwell at the Bristol Aeroplane Company early in 1916.

Tinson's first design for Sage was a two-seat fighter aircraft, the Sage Type 2. It was a small wood-and-fabric tractor biplane (in fact the two-seat Sage was smaller than many single-seaters of the time), with single-bay wings. The pilot and gunner sat in an enclosed, glazed cabin that filled the gap between the fuselage and upper wing. Because of the lack of effective gun synchronising gear to allow a fixed gun to fire through the propeller disc, a hole was cut in the upper wing above the gunners seat, so the gunner could stand with head and shoulders above the wing, giving him a good all-round field of fire for his Lewis gun, including forward over the propeller. The aircraft was powered by a Gnome Monosoupape rotary engine driving a four-bladed propeller.

The prototype first flew on 10 August 1916, and demonstrated good performance and manoeuvrability, being easy to fly. It was wrecked in a crash landing during a test flight at Cranwell on 20 September 1916 after the rudder post failed. No further development was carried out, as by this time, effective synchronising gear was available to the British, and the Sopwith 1½ Strutterwas already in service.

General characteristics

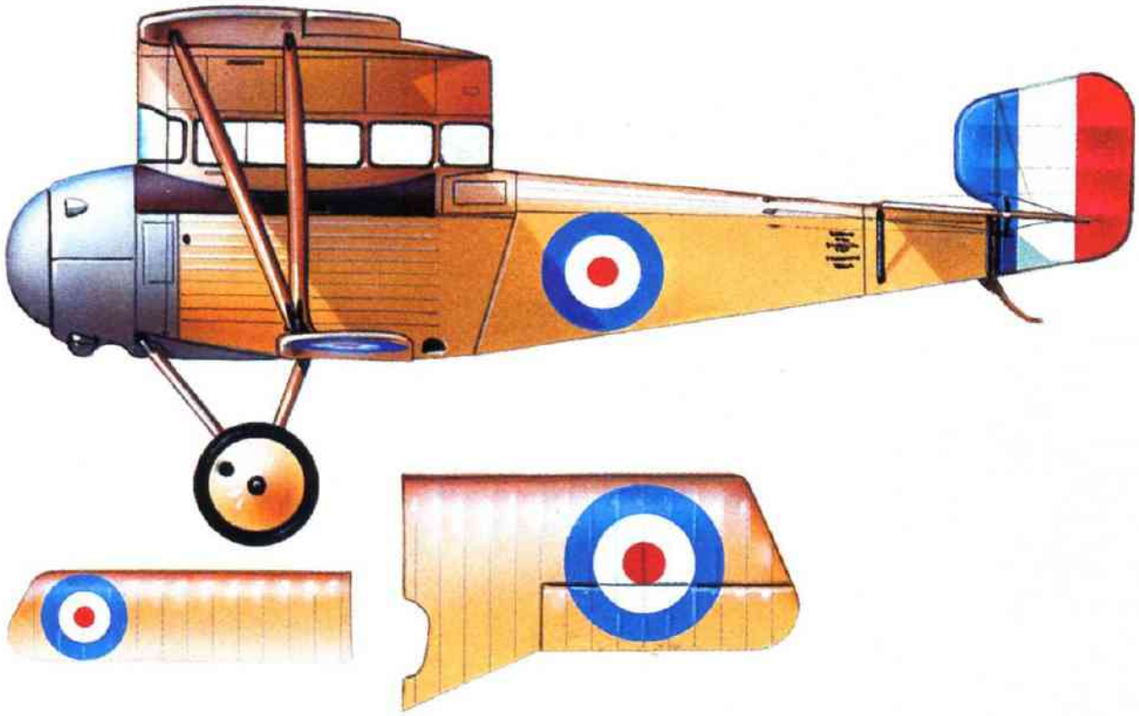
- **Crew:** Two
- **Length:** 21 ft 1+5⁄8 in (6.442 m)
- **Wingspan:** 22 ft 2+1⁄2 in (6.769 m)
- **Height:** 9 ft 6 in (2.90 m)
- **Wing area:** 168 sq ft (15.6 m²)
- **Empty weight:** 890 lb (404 kg)
- **Gross weight:** 1,546 lb (701 kg)
- **Fuel capacity:** 27.5 imp gal (125 L)
- **Powerplant:** 1 × Gnome Monosoupape rotary engine, 100 hp
- **Propellers:** 4-bladed, 8 ft 0 in (2.44 m)

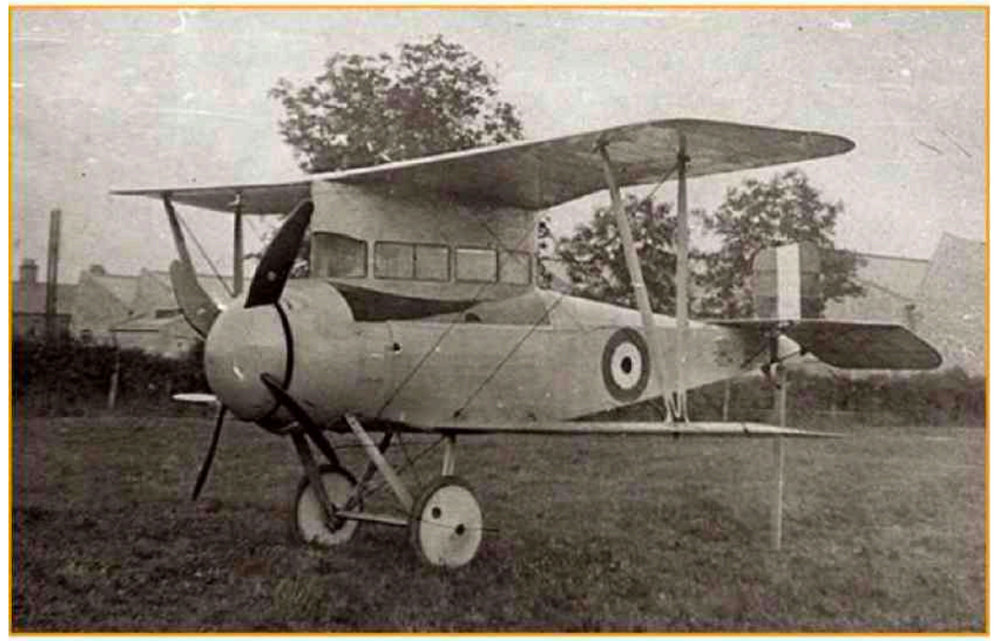
Performance

- **Maximum speed:** 112 mph (180 km/h)
- **Range:** 308 mi (496 km, 268 nmi)
- **Endurance:** 2.5 hr
- **Service ceiling:** 16,000 ft (4,900 m)
- **Time to altitude:**
- 6 min 30 s to 5,000 ft (1,500 m)
- 14 min 45 s to 10,000 ft (3,000 m)
- 35 min to 15,000 ft (4,600 m)

Armament

- **Guns:** 1× .303 in Lewis gun operated by observer





The Sage Type 2 in 1916

RC Top 10 Leader Board

Standings 30th Sept 2025

RC Top 10 Leader Boards 2025

The purpose of the Vintage SIG Leader Boards is to increase enjoyment of competition flying by showing fliers how well they are performing relative to others. Scores are posted from the results of the Nationals, regional and club contests, NDC, and independently-timed flying.
The Leader Boards run for each calendar year, and are updated throughout. At the end of each year they are cleared and started afresh.
New postings are shown in red. There are 19 new postings – very healthy.
Please contact me if you spot any errors or omissions

Wayne Cartwright
rwcartwright4@gmail.com

Standings at 30 September:

Precision Classes

Vintage Precision

1.	D Crook	600+200+199
2.	B Robinson	600+199
3.	S Nicholas	600+199
4.	A Knox	600+198
5.	G Pullin	600+174
6.	S Cox	600+172
7.	J Bradbury	600+169
8.	J Ryan	600
9.	B Russell	598
10.	J Aickin	594

Classical Precision

1.	A Knox	594
2.	S Nicholas	593
3.	J Aiken	593
4.	M Shears	593
5.	B Russell	591
6.	B Robinson	586
7.	M Shears	573

Duration Classes

Vintage IC Duration

1.	A Knox	1141
2.	S Cox	709
3.	J Miller	587
4.	T Beaumont	570
5.	K Daly	478
6.	J Ryan	470
7.	R Nimmo	203

Vintage E Duration

1.	S Nicholas	1377
2.	A Knox	942
3.	B Russell	940
4.	T Glogau	920
5.	R Nimmo	900
6.	K McMillan	900
7.	M Evans	848
8.	D Crook	782
9.	S Hubbard	683
10.	G Rose	626

Classical IC Duration

No score posted

Classical E Duration

1.	A Knox	1619
2.	M Shears	1414
3.	B Russell	836
4.	S Nicholas	819
5.	B Scott	667

Texaco Classes

Vintage 1/2A Texaco

1.	A Knox	2389
2.	B Scott	1510
3.	L Rodway	1492
4.	S Cox	1377
5.	J Ryan	1265
6.	R Gray	1083
7.	M Evans	93

Vintage A Texaco

1.	A Knox	1840
2.	S Grant	1787
3.	M Evans	1707
4.	L Rodway	1535
5.	S Cox	1524
6.	I Munro	1481
7.	P Evans	295

RC Top 10 Leader Board

Standings 30th Sept 2025

Vintage Open Texaco

1.	B Scott	3506
2.	I Munro	1592
3.	A Knox	1584
4.	G Pullin	1397
5.	L Rodway	1182
6.	S Cox	822
7.	T Beaumont	594

Vintage 1/2E Texaco

1.	A Knox	1818
2.	B Russell	1596
3.	B Robinson	1263
4.	L Rodway	1139
5.	S Nicholas	1074
6.	W Cartwright	919
7.	B Scott	764

Classical 1/2E Texaco

1.	L Rodway	2909
2.	A Knox	2601
3.	B Russell	1512

Vintage E Texaco

1.	W Cartwright	1944
2.	B Scott	1897
3.	B Russell	1615
4.	A Knox	1586
5.	S Nicholas	746

Classical E Texaco

1.	A Knox	2023
2.	B Russell	1197
3.	S Nicholas	433

Vintage E Rubber Texaco

1.	B Russell	4715
2.	B Robinson	3533
3.	B Scott	2664
4.	W Cartwright	2601
5.	A Knox	1545

Sport Cabin Texaco IC

1.	L Rodway	1058
2.	A Knox	909
3.	M Evans	557
4.	B Scott	406

Sport Cabin Texaco E

1.	B Russell	1598
2.	A Knox	866

Vintage and Classical Scale Texaco

1.	A Knox	1495

FF Top 10 Leader Board

Standings 30th Sept 2025

Vintage Power

1	Lynn Rodway	355
2	Rex Bain	180
3	Chris Murphy	160

Small Power

1	Lynn Rodway	188

Vintage Rubber

1	Antony Koerbin	540
2	Paul squires	464
3	Wayne Lightfoot	439
4	Lynn Rodway	352
5	John Beresford	234
6	Graham Lovejoy	175
7	Chris Murphy	159

Vintage Hand Launch Glider

1	Allan Knox	171

Vintage Catapult Glider

1	Craig King	287
2	Des Richards	261
3	Allan Knox	252
4	John Beresford	217
5	Paul Robertson	207
6	Jo Fuller	178
7	Robert Moore	166
8	Lynn Rodway	163
9	Alec Fuller	150

Nostalgia Power

1	Chris Murphy	520
2	Antony Koerbin	464
3	Lynn Rodway	282
4	Rex Bain	180
5	Bernard Scott	10

Nostalgia Rubber

1	Wayne Lightfoot	540
2	Chris Murphy	344

Classic Glider

1	Allan Knox	333

Classic Rubber

1	Wayne Lightfoot	248
2	Chris Murphy	180

Vintage Precision

1	Geoff Pullen	360
2	Lynn Rodway	264
3	John Beresford	255
4	Bryce Gibson	233
5	Andrew Green	222
6	Ricky Bould	200

AI's VIEW: "MODEL AIRPLANES"

Almost, but keep working on those wings

The Last Straw

CO2 motors: On behalf of an estate, three Telco, one Humbrol, and two Telco Turbotank motors plus five chargers. None have been run by me so it's a lucky dip regarding condition. Offers to the Editor.