

AVANZ



211 February 2026

NEWS





Committee Notices



Greetings all,

The Nationals is over and done for another year, the 78th time they have been contested. What a lot of history. We are one of the few countries that tries to do a combined nationals. This year though, Control Line was over on the New Plymouth hard circle and took place before the rest of us got underway at the new Waipukurau venues in lower Hawkes Bay.

This year we were favoured with beautiful flying weather while the rest of the country was assailed by endless wind and rain. We were very lucky. The Vintage RC venue was excellent too and close to RC1 and Soaring.

The attendance was up on recent Carterton Nationals thanks to the locals from Hawkes Bay - a fine bunch of lads they are too. I haven't heard so much laughter on a flying field for some time. Graham Rose in particular was the head comedian. He came along for a look, he said, but kept coming back and proved immensely useful at timing us all. These guys, plus most of our regulars from the Wellington area, meant that every one of the nine new RC classes were offered and all had more than the minimum entries.

It was gratifying for me as a CD to see this level of support and also the very high standard of flying and excellent models. Well done everyone who came along for the three fantastic days.

So how did the new rules go? Great overall, I think. The mixing of classical and vintage models in the same classes worked satisfactorily with models seeming to compete with each other with mostly level performance. IC Texaco classes are all about the motors and their setup to determine the winners so airframe performance is not too critical.

E Texaco on the other hand, with its unlimited targets, favours the clean classical airframes that can soar effectively in lift. The Duration class was dominated by Electrics. These benefit from unlimited power these days so any vintage or classical model can max out with sufficient get up and go. My own Scram has an awesome climb rate now it has 6S power and a 1.3 KW motor. Not everyone thinks this is a good way to go but it's fun if your eyes are sharp and you dont mind a white-knuckle climb! 1500 feet in 20 seconds!

The removal of age bonus in Precision put the acid on every flight. For me it's not as relaxed and

easy as it used to be. Models take more hammering too, as people bang them in on time. But, it works as an event and remains popular.

Sport Cabin Tex has a new rule for the electrics. Once you pull the throttle back to save some power on the climb, you can't then open it up again. This change was introduced to align the electrics with the typical fixed speed climb of the IC models now that E and IC are combined.

Overall then, we have made progress both with the Nationals venue and the condensed simplified rules.

NDC offers all ten of the NEW RC classes this year. Some like Duration and Precision come up every two months. The other classes appear at least three times in the year. I would encourage all of you to get out there and give them a go. Remember your old models still work for the new rules.

Please read the next page for details of a proposed change to Vintage Free Flight events.

Regards,
Allan Knox

#211 CONTENTS

Committee Notices

VFF Proposal

Coming Events

2025 NDC Summary

78th Nationals

1980 Vintage report

Power 1945: *CORSAIRE*

Single Ch. 1952: *LIVE WIRE*

Workroom Resolution 2026

Glider 1940: *D.G.42*

Aerobatic 1966:
THUNDERSTORMER

Being a Timer / Caller

NDC Summary 2025

2025 Leader Boards

2025 Leader Board Summary

Al's View

Ongoing LB Records

2026 LB format

The Last Straw

COVER

A seniority of Vintage RC fliers at the 78th Nationals.

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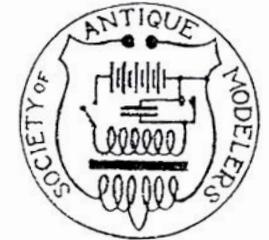
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Committee Notices



The Future of NZ Vintage Free Flight

Participation in our Vintage Free Flight events has waned over the past decade, although those that are still free flying continue to enjoy the thrills that can be bestowed only by a model that has been liberated.

There is little we can do about the decline since it stems mainly from the aging of those who were previously active in this area, and that ever hoped for influx of new and younger talent has proved to be wishful thinking.

One action that has been considered in the past is the incorporation of VFF into the FF SIGs menu of events to give the Vintage events more exposure. This was previously discounted as there was a wish to keep all Vintage events under the same umbrella.

Today, providing for a very small number of flyers is a luxury that is no longer viable, especially as there is an undersupply of willing contest directors. There is a precedent to the transfer of Vintage events: Vintage Control Line events were passed to the Control Line SIG in the early days of SAM 55.

At the last Nationals, the amalgamation of VFF and FF was discussed and it was decided to test the waters by first putting the issue to respective Committees. This has been done and both groups are agreeable to further consideration of the FF SIG adding VFF events to their events list and running VFF events at contests.

The next stage for the Vintage SIG is to canvass its members for authority to proceed. This will be done

through an email vote by the Vintage flyers we have on file and are aware of. If it is these members wish, the transfer of events will be arranged through Model Flying New Zealand.

The FF SIG has provided the following statement to its members, giving additional information on what will be involved :

“There is a proposal under discussion between the Vintage and Free Flight SIGs to amalgamate Vintage Free Flight classes with the other Free Flight classes, and place them under the control of the Free Flight SIG, rather than the Vintage SIG.

This has come about because the Vintage SIG is now rightly concerned primarily with Radio flyers, who constitute a far larger group than the small (and diminishing) number of Vintage Free flyers.

The Vintage FF classes themselves are always flown at the Free flight field in conjunction with other Free flight classes, and separate from the Vintage Radio flyers. The proposed change will help streamline the organisation of FF events by having a single SIG in control.

Following discussion at the Nationals HQ, there has been a generally favorable response from most members. This change is being assessed by both parties but would require rule changes to implement, and with two SIGs involved the change would be at MFNZ council level. We will now proceed to get

Committee feedback both on the principle of doing this and the proposed process.

For this to proceed we would like to specify the following conditions.-

The Free Flight SIG will -

- * have full control over scheduling and running of events at the national championships*
- * organise collection of appropriate entry fees*
- * have full control over rules including any changes and amendments*
- * the proposed change would be run as a three year trial then re-assessed by both parties.*

As mentioned earlier, most Vintage and FF SIG members' opinions at the Nats and subsequent SIG meetings were positive, but by way of consultation, any members who have concerns or queries should address them in a group email to - Paul Squires - pwsquires@gmail.com Wayne Lightfoot - lightfoothome@gmail.com, and Allan Knox - allan.j.knox@gmail.com Issues that arise will be discussed at the respective SIGs follow-up meetings, then reported in the Model Flying World mag and AVANZ News.

Please let us know your thoughts on this.”

As you see, the FF SIG is well underway with getting the ball rolling on the proposed change.

An email requesting your vote on the proposed change will be sent in the near future.

Bernard Scott

Month	Event #	SIG	Event Name
Jan/26	100	VINT	FF Vintage Precision
Jan/26	101	VINT	FF Vintage Glider Duration
Jan/26	102	VINT	FF Nostalgia Glider Duration
Jan/26	103	VINT	RC Vintage 1/2E Texaco
Jan/26	104	VINT	RC Vintage E Texaco
Jan/26	105	VINT	RC Vintage Precision
Feb/26	106	VINT	FF Vintage Power Duration
Feb/26	107	VINT	FF Nostalgia Power Duration
Feb/26	108	VINT	FF Nostalgia Rubber Duration
Feb/26	109	VINT	FF Classic Rubber Duration
Feb/26	110	VINT	RC Vintage 1/2A Texaco
Feb/26	111	VINT	RC Vintage E Rubber Texaco
Feb/26	112	VINT	RC Vintage Duration
Mar/26	113	VINT	FF Classic Glider Duration
Mar/26	114	VINT	FF Vintage Rubber Duration
Mar/26	115	VINT	RC Vintage 1/2E Texaco
Mar/26	116	VINT	RC Vintage Precision
Mar/26	117	VINT	RC Vintage E Texaco
Apr/26	118	VINT	FF Small Nostalgia/Vintage Power Duration
Apr/26	119	VINT	FF Classic Power Duration
Apr/26	120	VINT	RC Vintage Duration
Apr/26	121	VINT	RC Vintage A Texaco
Apr/26	122	VINT	RC Vintage E Texaco
May/26	123	VINT	FF Vintage Precision
May/26	124	VINT	FF Vintage Power Duration
May/26	125	VINT	FF Nostalgia Rubber Duration
May/26	126	VINT	RC Vintage and Scale Texaco
May/26	127	VINT	RC Vintage Precision
May/26	128	VINT	RC Vintage Open Texaco

Auckland Free Flight Gala

2026 - Sun 8th Feb, and 10th May

Proctor Road, Te Hoe, Waikato

Start 0900, finish 1400, awards and flyoffs to follow



A1, P30, E36, 1/2A power, Kiwi power, Coupe, Mini Vintage*, all 3 x 120, and Catapult Glider, 6 x 60

***Mini Vintage** – Combines

- i) Miniature Replica ,
- ii) Gliders to 50 inch span,
- iii) Rubber up to 36 inch span

Entry fee \$10 for the day for any number of events, juniors free.

Organiser - David Ackery,

Pre entry advised, email me - david.ackery@xtra.co.nz

Levin Vintage for 2026

1. Gareth Newton Memorial Vintage Event

Saturday 14 February (Wind Date Sunday 15 February)

2. Bob Burling Memorial Vintage Event

Saturday 9 May (Wind Dates Saturday 16 May and Sunday 17 May)

3. John Selby Memorial Vintage Event

Saturday 1 August (Wind Date Sunday 2 August)

N.B. If travelling any distance to attend, please let Stew Cox know at Flierstew@gmail so you can be kept informed of any postponements. Alternatively, email Stew to be added to the Levin Vintage email list so you can be kept up to date with all info about these

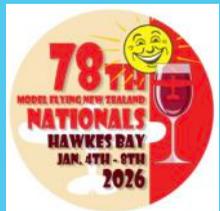
NDC VINTAGE 2025 Summary

Vintage Championship individual 2025		
Allan Knox	9 Christchurch M A C (INC)	161
Barrie Russell	18 Model Flying Hawkes Bay Inc	119
Lynn Rodway	9 Christchurch M A C (INC)	77
Stanley Nicholas	18 Model Flying Hawkes Bay Inc	69
Brett Robinson	18 Model Flying Hawkes Bay Inc	52
Bernard Scott	15 Hamilton Model Aero Club (INC)	40
Geoff Pullen	9 Christchurch M A C (INC)	32
Jeff Aickin	16 Far North R/C Fliers	30.5
Mike Shears	18 Model Flying Hawkes Bay Inc	30.5
Wayne Lightfoot	38 Feilding Model Flying Circle	19
Wayne Cartwright	15 Hamilton Model Aero Club (INC)	15
John Beresford	9 Christchurch M A C (INC)	14
Chris Murphy	56 Wellington M A C (INC)	13
Ken McMillan	9 Christchurch M A C (INC)	13
Anthony Hales	18 Model Flying Hawkes Bay Inc	11
Antony Koerbin	38 Feilding Model Flying Circle	11
Kevin Botherway	18 Model Flying Hawkes Bay Inc	11

Robert Lockyer	18 Model Flying Hawkes Bay Inc	11
Graeme Rose	18 Model Flying Hawkes Bay Inc	10
Craig King	9 Christchurch M A C (INC)	8
Joe Bradbury	21 Levin Model Aeroplane Club (INC)	7
Rex BAIN	15 Hamilton Model Aero Club (INC)	7
Paul Squires	38 Feilding Model Flying Circle	6
Brian Perriam	61 Wigram Model Aero Club	5
Graham Lovejoy	38 Feilding Model Flying Circle	5
Russell Nimmo	18 Model Flying Hawkes Bay Inc	5
John Miller	78 Kapiti Aeromodellers Club (INC)	4
Ken McMillan	9 Christchurch M A C (INC)	4
Kevin Daly	21 Levin Model Aeroplane Club (INC)	4
Dave Little	37 Rotorua M A C (INC)	3
Robert Moore	19 Kaiapoi M A C (INC)	3
Stu Grant	9 Christchurch M A C (INC)	3
David Thornley	44 Tauranga M A C (INC)	2
Greg Findon	30 Palmerston North Aeroneers (INC)	2
Ian Munro	56 Wellington M A C (INC)	2

Vintage Club Chamoionship 2025	
18 Model Flying Hawkes Bay Inc	318.5
9 Christchurch M A C (INC)	312
15 Hamilton Model Aero Club (INC)	62
38 Feilding Model Flying Circle	41
16 Far North R/C Fliers	30.5
56 Wellington M A C (INC)	15

21 Levin Model Aeroplane Club (INC)	11
61 Wigram Model Aero Club	5
78 Kapiti Aeromodellers Club (INC)	4
37 Rotorua M A C (INC)	3
19 Kaiapoi M A C (INC)	3
44 Tauranga M A C (INC)	2
30 Palmerston North Aeroneers (INC)	2



2026 NATIONALS

Photos from Barrie Russell





2026 NATIONALS

200% Courtesan and Lanzo
by Terry Beaumont



Mike Shears receiving the RC Precision trophy
from Allan



Wayne Lightfoot launches in
VFF Rubber





2026 NATIONALS

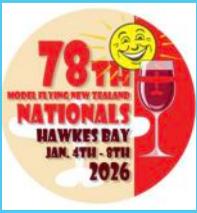
Good to see a new design in competition - and what a looker!
Trevor Glogau powered his with an HP.21 4-stroke rotary valve engine

Chabot's 1945 *Corsaire* can be found on Outerzone and the plan is featured on pages 12 and 13.



Pondering the Slicker.





2026 NATIONALS VFF

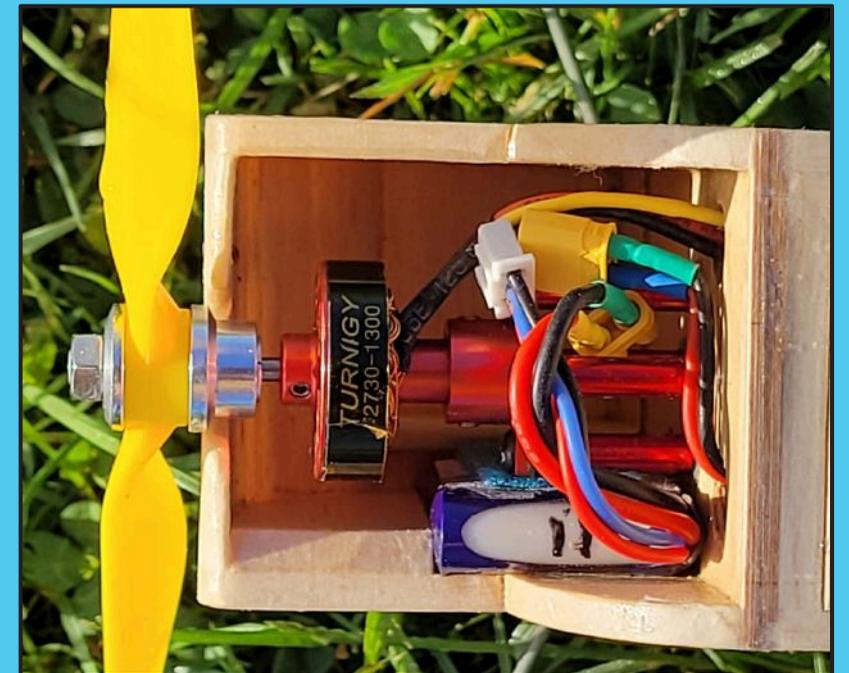
Below: GHQ Sportster, a 36" version of the 1936 Lutrel Sportster
Right: Steep descent essential to avoid thermal assist
Bottom: Simple power train



Vintage Free Flight Precision was the only VFF event the Editor entered as regular FF events in the morning also VFF CDing, afternoon naps, and evening indoor events filled the schedule quite adequately. The *Sportster* was initially regarded as an ungainly age-bonus magnet but affection for it has grown over the past three years during which I have come to grips with its electric power which is very different in installation yet requires the same tactics as IC power on the field.

Only a tiny motor is needed, and an aging 2-cell 350mAH LiPo battery whose useful life was spent in 1/2E Texaco is quite adequate for the modest power requirements. My approach to Precision remains as written in an article some years ago: "All that matters is the ninety seconds time target, so a climb-and-crash approach works well. Once the model has been trimmed to climb slowly under power for 60-70 seconds, the rest of the flight is a fast and steep descent." If you are looking to extend your event portfolio, FF Precision is an event that even the most hardened radio flyer may undertake with a reasonable chance of success - and guaranteed fun. The electric option may give a more familiar approach and using a pre-1940 design gives a wide target window.

The *Sportster* (1936), *Shadow* (1937), and *KG2* (1935) have all been used with success in Precision.



AGGREGATE

Left insert : Aerobatics Champion and Nationals co-organiser, Frazer Briggs (5th)
Right insert : Past and present master of Aggregate, Phil Corfield (3rd)



1980 Vintage reported in Model Builder 04/1981 Ivan Treen

The Nationals on which Ivan was to report were the 33rd, based in Hastings in 1980.

Vintage events at this Nationals were limited to Free Flight - Glider, Rubber, Power, and .020 Replica.

At this Nationals there was a suggestion to set a floating cut-off date for old timers at 25 years prior to each Nationals. Today that would make any pre-2000 design Vintage.

Ivan's statement that "it is a chore to get the fellows out to fly" sounds familiar 46 years later.

The interest in radio assist Vintage Gliders must have been short-lived. I don't recall anyone flying RC Gliders when I started in Vintage in 1984 - can anyone comment on this?

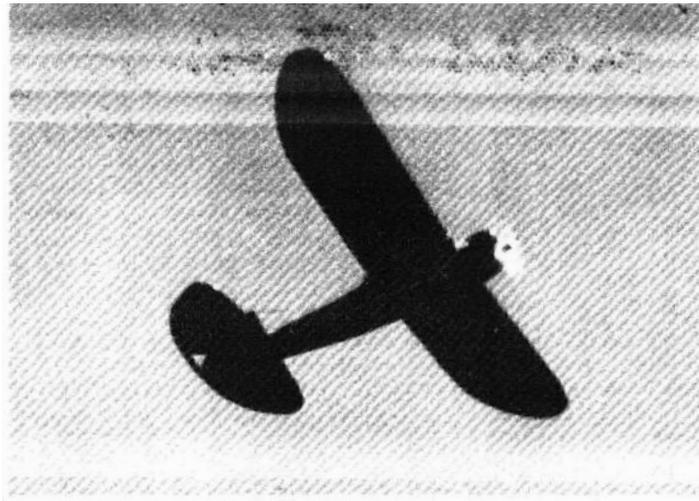


Photo No. 2. Trevor Dyer flies this Buccaneer C Special in New Zealand with a 3-channel radio.

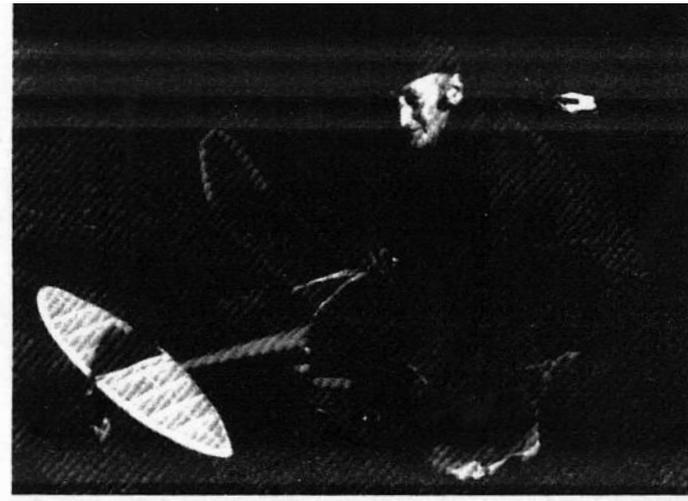


Photo No. 1. New Zealand OT activities reporter Ivan Treen, with his E.D. Diesel powered Shulman Wedgy. It's cool in July!



PLUG SPARKS

By JOHN POND

• The lead item in this month's column will feature the old timer activity in New Zealand. Thanks to Ivan Treen, 20 Konini St., Levin, New Zealand, we have an update on Anzac doings (last column on New Zealand was better than three years ago!).

Treen, who is the lead man in old timer activity in New Zealand, reports that old timer activity in local contests is not booming as well as he had hoped for. He points up the entries at the June contest at Fielding were low, and again, at the Scale Rally in Levin (what the heck does he expect at a Scale meet?), only a scattering showed up.

Photo No. 1 shows Ivan Treen with one of his numerous old timers, a Shulman "Wedgy," that seems to fly in any weather. This photo was taken in July (that is the height of their winter).

The Nationals are generally held over the New Year weekend. Seems strange to us northern hemisphere cousins, as we are generally hip deep in snow at that time.

Treen goes on to say the Nationals are the one bright spot of old timer modeling, as entries continue to increase every year. Interest is always quite high, but it is a chore to get the fellows out to fly.

One outstanding exception to this problem is John Dowling, a real keen modeler, who drove over 600 miles to attend the old timer events, both nationally, and locally. Man, that's real dedication!

Radio assist Old Timers is also starting to catch on, as New Zealand, like the rest of the modeling countries, has problems

obtaining (and keeping!) good free flight sites. Photo No. 2 shows Trevor Dyer's Buccaneer C Special circling overhead. Trev uses a three-channel setup to fly the model. He reports this is a real neat flyer. Everyone ought to build Buccaneers (Bill Effinger, please note!).

Also in R/C Assist, we don't have a photo to illustrate our point, but the "Leprechaun" (a British design) built by Bill Shannon, is truly a magnificent sight in the air with its slow stately flight. Bill runs a hobby shop in New Plymouth, and manages to import modeling goodies from the good old USA. This certainly is a relief to those modelers in New Zealand starved for the latest items (and also the available old timer stuff!).

Treen reports the New Zealand Nationals will be held (already staged) on the east coast of the North Island (remember your geography, New Zealand is comprised of two major islands) at Hastings. Called the "Fruit Bowl of New Zealand," the weather is usually quite good in this area. Of course, dates were December 27 to January 2. Treen has promised to send a suitable write-up on this meet sometime later.

At the Nationals (as at the American Nats), there will be (was) the annual General Meeting of the NZMAA which will also include special interest groups. As one of the groups, the Vintage Group will probably have one rule change suggesting the cutoff date be flexible; i.e., the cutoff date for old timers would always be 25 years prior to that Nationals. (Not a bad idea, but who keeps track of what is eligible?)

Treen says he sees little point in extending the present deadline of 1950 as there are simply more than enough designs to pick from. Matter of fact, there is something for all interests in different types. Treen, as Chairman of the Vintage Sub-Committee, says he will be listening for reasonable arguments and justification for extending the present date. Ivan sez, as a Nursing Supervisor, he has to respect the beliefs of his staff and patients, so the above situation will be nothing new!

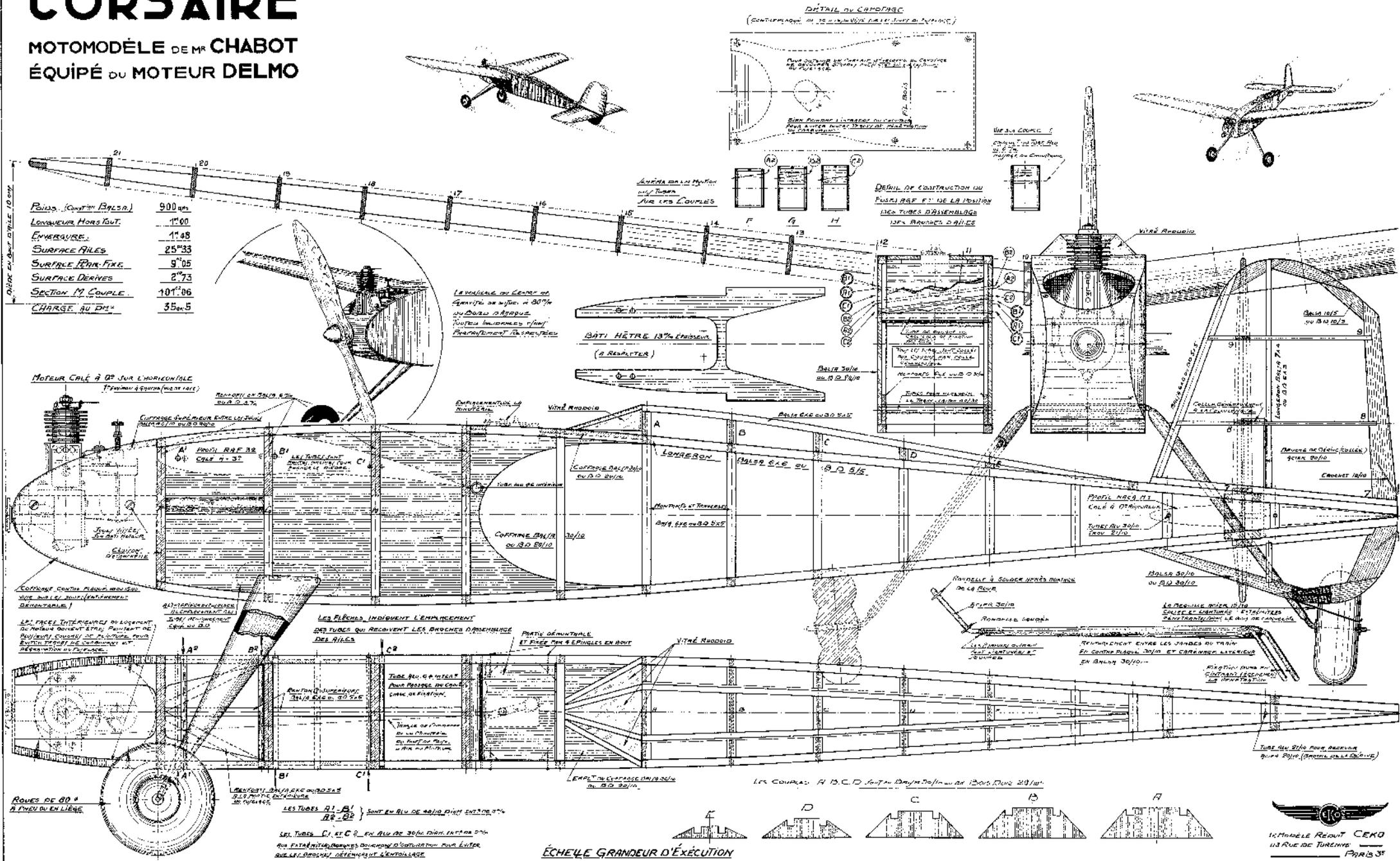
Among the photos submitted by Ivan, the shot of Gareth Newton's Comet Sailplane in Photo No. 3 shows how a cowl should be made. Of particular note is the engine installation and the correct line of thrust. Too many times, this columnist has seen Sailplanes sporting engines in a high-thrust configuration. This force setup is actually an advantage, as the line-of-thrust is generally above the c.g. and the C.L.A. Stricter enforcement on line-of-thrust locations in old timers should be more carefully watched by Contest Directors.

In closing off, Treen notes that a new R/C Assist O/T event, Vintage gliders, is starting to catch on. This is something that has not been tried in the United States. Actually, free flight towline glider events were staged at the first few SAM Champs. However, the attendance steadily fell off to the point there were more trophies available than contestants! This is a quick way for any organization to go broke.

CORSAIRE

MOTOMODELE DE M^r CHABOT
EQUIPE DU MOTEUR DELMO

Flanche N° 1



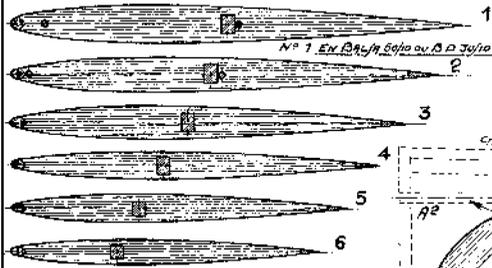
CORSAIRE

MOTOMODÈLE DE MR CHABOT
ÉQUIPÉ DU MOTEUR DELMO

Planche N°2

LES BROCHES D'ASSEMBLAGE DES AILES, SONT EN C.H. PIANO DE 30/10 POUR A¹, A², B¹, B², EN 20/10 POUR C¹, ET C². CELLES DU PLAN FIXE, EN C.H. PIANO DE 20/10.

NERVURES PLAN FIXE BALSA 30/10 ou B.D. 20/10

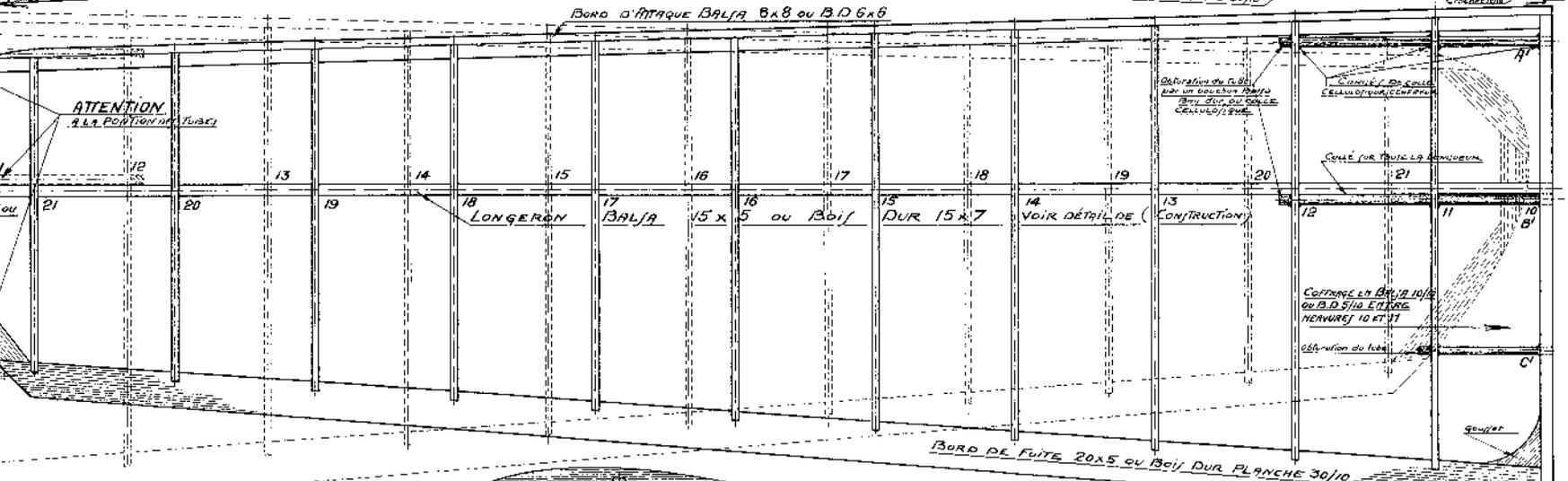
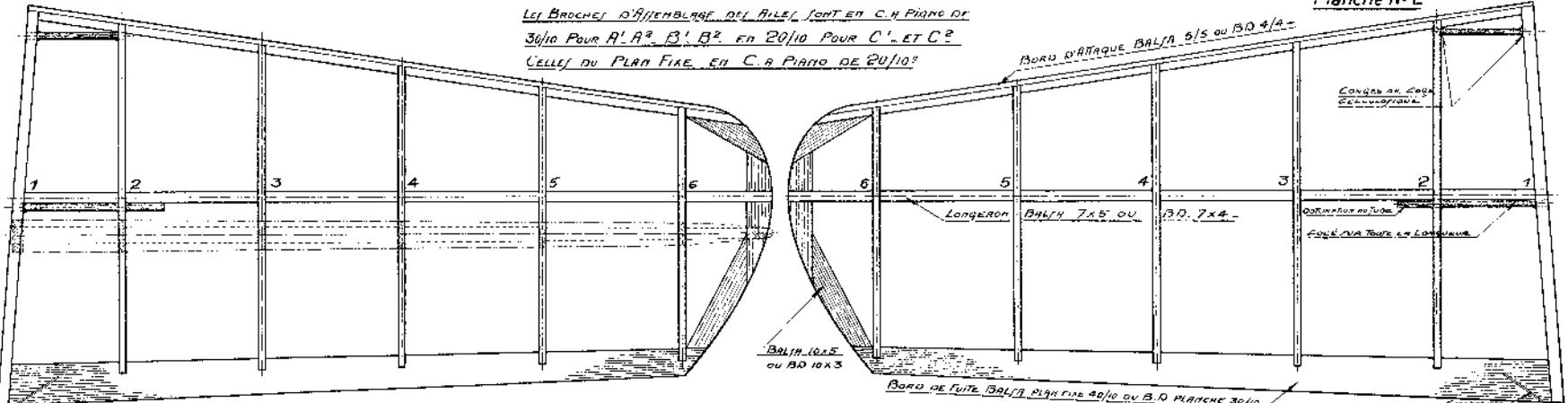
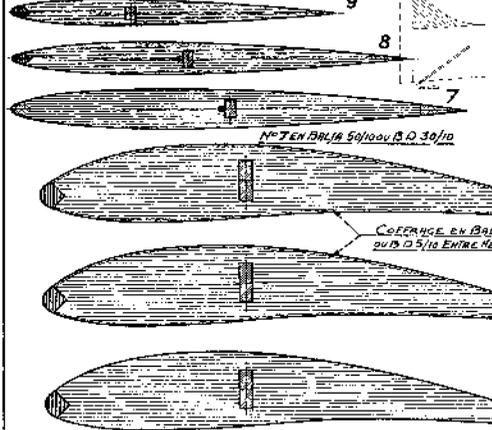


BOISSEMENT POUR ÉCARTER DU CONTRAQUE

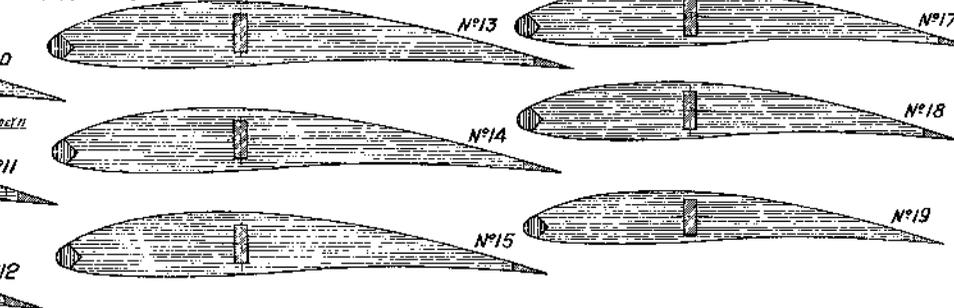


L'AILÉ DE DROITE EST DÉFINIE COMPLÈTEMENT EN POINTILLÉE

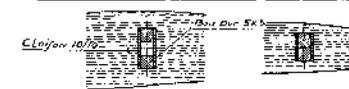
NERVURES DÉRIVE N°7 BALSA 30/10 ou B.D. 20/10



LES NERVURES DES AILES BALSA 30/10 ou B.D. 20/10 SAUF NERVURE N°10 EN BALSA 50/10 ou B.D. 30/10



DÉTAIL DE CONSTRUCTION (LONGERON) B.D.



ENTOILAGE DU FUSELAGE ET DES AILES EN PAPIER OU EN PAPIER BAMBON; VERNIS 3 COUCHES ET PEINDRE POUR ÉVITER TOUTES TRACES DE CARBURANT.

ÉCHELLE GRANDEUR D'EXÉCUTION

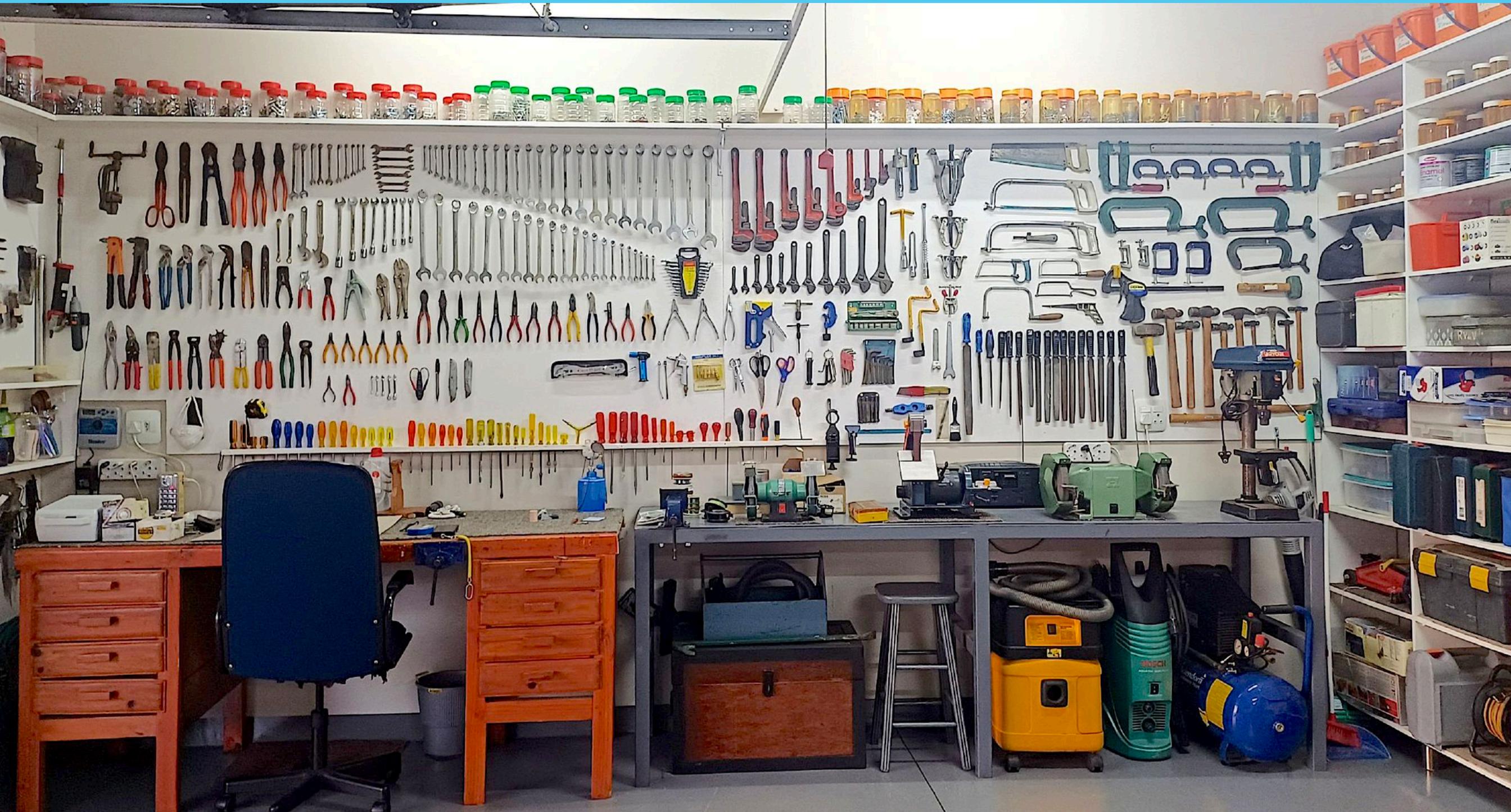
ATTENTION - L'EMPLACEMENT DES TUBES DE FIXATION DES AILES N'EST PAS SYMÉTRIQUE POUR L'AILÉ DROITE ET L'AILÉ GAUCHE. VÉRIFIER LA POSITION DU LONGERON ET DES MONTANTS DU FUSELAGE.

PROFIL AILES: R.A.F. 32, CALÉ A+32. PROFIL EMPENNAGE: BICOINVELE NACA M1, CALÉ A 0°. PROFIL DÉRIVE: NACA M1, DANI L'RAE.



LE MODÈLE RÉQUIT CEKO 113 RUE DE TURENNE PARIS 3E

New Year's Workroom Resolution



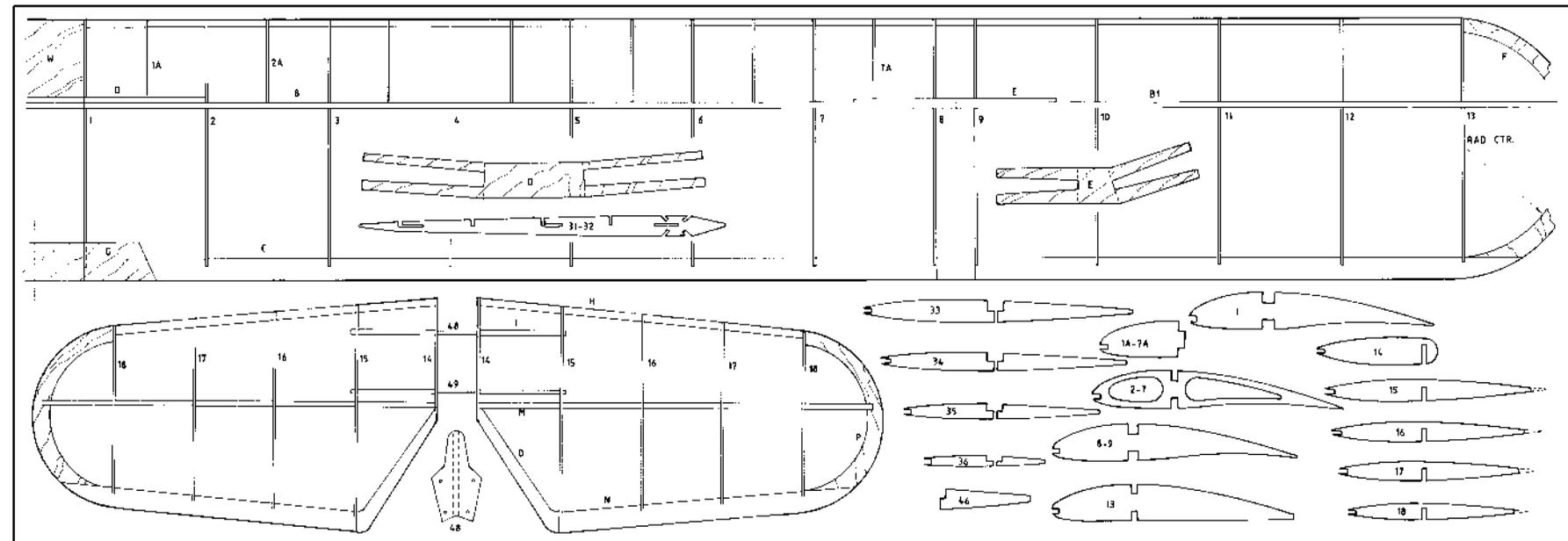
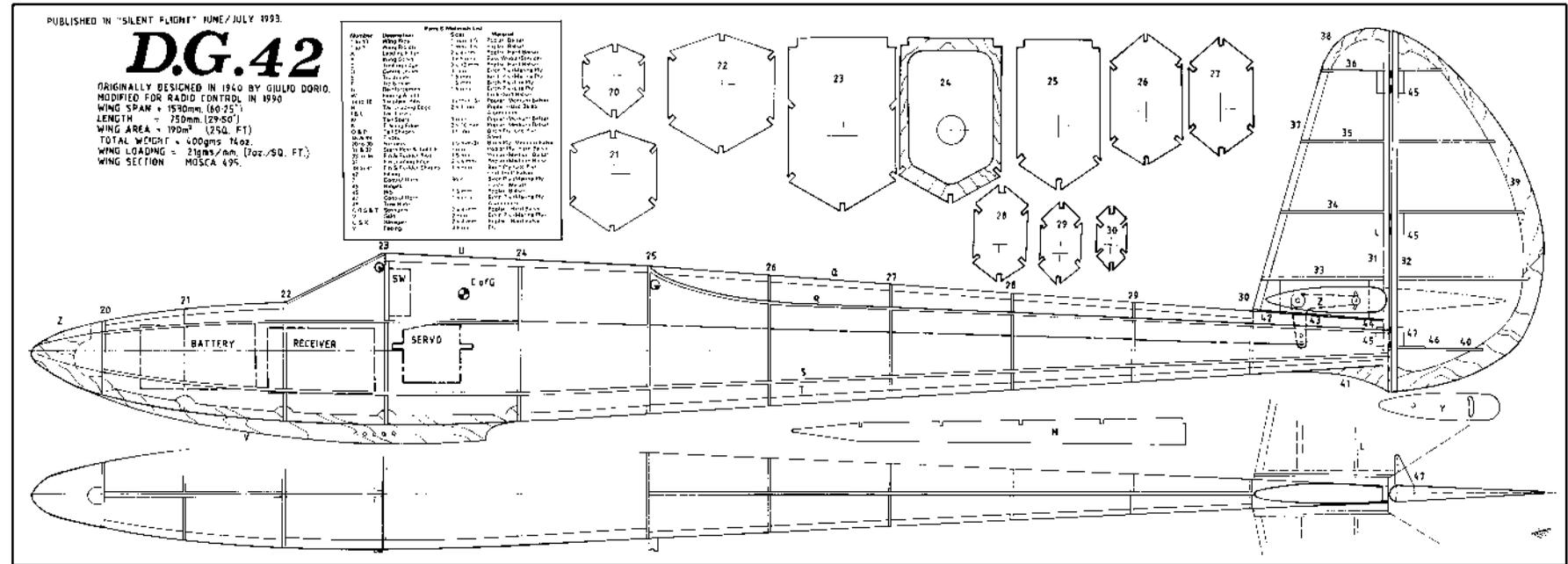
DG 42 Vintage Soarer. Radio control sailplane model. Wingspan 1530 mm.

Quote: "DG 42 vintage soarer. I built the D.G.42 in 1940 in order to get a good model of average size, for ease of transport. At that time gliders with a wing span of 2.5 to 3.5 metres were very popular. The fuselage of this model resembles that used by several full size sailplanes built by the Milan firm 'Cattaneo', in particular the wing position, above and behind the pilots seat.

Construction: Construction is quite simple and straight forward. For ease of transportation the wing is made in four segments which are joined together by ply joiners. The fuselage requires some care during the assembly, it's cross section is hexagonal. The formers are mounted on an aluminium tube. When the glue has dried the aluminium tube is extracted and the excess portions of the formers are removed. By doing so the fuselage is very light. In those days Balsa wood was not available, the model was made with thin poplar slabs and birch plywood.

In 1990 I rebuilt the model for radio control by installing control surfaces in the tail, whilst still using the same materials as with the 1940 prototype. Medium balsa can be easily substituted for the hard woods if the thicknesses are increased.

Several Italian modellers have built the model and the model is very stable both on the bungee and for slope soaring. In Australia John Quigley has built a double size D.G.42 which stood up very well at the Aussie Nationals."



After recently doing an experiment during an F3k competition where we had no favourite timers/caller and had to draw a timer out of a hat showed that we lack in training and helping people become good callers for the soaring discipline here in NZ.

I will write a few of my thoughts and experiences calling for various people over the last few years. I have been lucky over the last few years to have called for lots of world class pilots too many to rank or name so I can offer some suggestions but none of its fact and others may like to do things different or a better suggestion which I hope at some stage to learn about.

Check your flight task and check you are in this group!

Stop watches: There's heaps of different timing units around I find the best to date is the Seiko stopwatch as you can preset a flight time on it and have the last three seconds bleep with your call for precision landing and they are correct. (some even expensive stop watches are one second out!) More than one stopwatch on hand or a board is best so you can run a working time and maybe time another contestant if you need to or use for the next quick turnaround flight. You should always have a working time. Cell phones are NOT an answer to this!



Timing board: this is handy to have I have an aerial attached with a small wind indicator on it to help some pilots the aerial I use more for pointing out stuff to the pilot like air or other planes etc. I also have attached paper on a bulldog clip and a pen! All must have tools if you are a timer/caller and you need to know your own gear and how it works – believe me the last thing you want do is make a timing mistake on operating a watch or timing someone incorrectly it's what we all fly competitions for – the best result we can achieve.

Timing board: this is handy to have I have an aerial attached with a small wind indicator on it to help some pilots the aerial I use more for pointing out stuff to the pilot like air or other planes etc. I also have attached paper on a bulldog clip and a pen! All must have tools if you are a timer/caller and you need to know your own gear and how it works – believe me the last thing you want do is make a timing mistake on operating a watch or timing someone incorrectly it's what we all fly competitions for – the best result we can achieve.

Pilot/Caller: From when you walk out as a timer/caller you need to have clearly discussed with the pilot the task and or any possible other intentions such as if its F3J get ready it may be a Zoom launch or rocket launch be ready to get the time started! If its F3b and distance some like the on course time and each turn how the time is winding down...Do not pre-empt the watch look at the watch and ensure a smooth call voice at very regular time calls (some pilots even carry their own watch on the transmitter) which is a good idea as a double check on time and also if the timer is busy say clearing a winch the pilot can take care of time if it allows so.

Landing: The caller needs to ensure he is regularly advising pilot of time to go I start from one minute out to advise the pilot every 5 seconds down to 30second to go then count clearly down to zero every second. I believe the caller/timer must always count down to zero so practice this it's a very clear thing to the pilot (counting up to some unknown number is not a great thing to understand while trying to land an aeroplane on zero?)

Calling: One of the most important jobs firstly is to try as a caller timer to ensure you have your eye on all the aeroplanes in the sky especially the ones behind the pilot (he will never see these!) I usually watch the pilots plane very little and feed information to the pilot to filter out what he needs. You need to try and be aware of everything ground signs (trees grass flags bugs etc) also advise on wind shifts and anything else going on. There are heaps of great videos on this this stuff from radiocarbonart.com

If as a caller, you have made a timing mistake tell the pilot earlier than later ensure you are honest about it to him, so things don't go south later.

One of your last jobs as a caller / timer is to ensure the pilots time / landing and height(if F5J) is recorded clearly in the correct column, group, pilots name - Again clearly remember someone else must transpose this result to a computer or something and it needs to be very legible.

Most of all Have Fun!!!!!!

2025 RC Top 10 Leader Board Final Standings



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. These are the final leader boards for 2025. Congratulations to everyone who posted a score, and especially to those who took top places.

Wayne Cartwright
rwcartwright4@gmail.com

Vintage Precision

1.	D Crook	600+200+199
2.	B Robinson	600+199
3.	S Nicholas	600+199
4.	A Knox	600+199
5.	K Botherway	600+199
6.	J Aickin	600+179
7.	G Pullin	600+174
8.	S Cox	600+172
9.	J Bradbury	600+169
10.	J Ryan	600

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

1.	D Thornley	523
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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.	B Russell	1037
8.	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

2025 RC Top 10 Leader Board Final Standings



Vintage Open Texaco

1.	B Scott	3506
2.	A Knox	1751
3.	L Rodway	1626
4.	I Munro	1592
5.	G Pullin	1397
6.	L Rodway	1182
7.	S Cox	822
8.	T Beaumont	594

Classical 1/2E Texaco

1.	L Rodway	2909
2.	A Knox	2601
3.	B Russell	1528

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	2447
2.	B Russell	1528
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	2167

Sport Cabin Texaco IC

1.	A Knox	1404
2.	L Rodway	1058
3.	B Russell	1017
4.	M Evans	557
5.	B Scott	406

Sport Cabin Texaco E

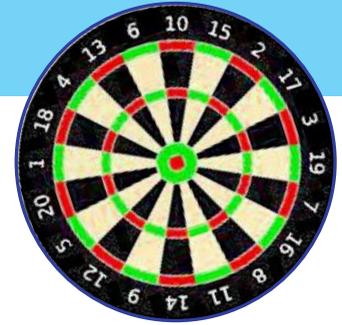
1.	B Russell	1774
2.	S Nicholas	1561
3.	R Lockyear	1218
4.	B Robinson	1113
5.	A Knox	866

Vintage and Classical Scale Texaco

1.	A Knox	1495
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2026 RC Top 10 Leader Board

to 30th January 2026



Top 10 Leader Boards 2026

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.

These are the first postings for 2026.

Please contact me if you spot any errors or omissions

Wayne Cartwright
rwcwright4@gmail.com

Vintage Precision

1.	R Lockyer	592
2.	B Russell	586
3.	M Shears	574B
4.	A Knox	568
5.	S Sturge	561
6.	G Fulton	560
7.	S Cox	517
8.	I Munro	479

Vintage Duration

1.	M Shears	1546
2.	B Russell	1260
3.	A Knox	940
4.	S Sturge	898
5.	S Cox	888
6.	R Lockyer	648
7.	I Munro	567
8.	T Beaumont	524

Vintage 1/2A Texaco

1.	A Knox	1409
2.	S Cox	1376
3.	B Russell	1037

Vintage A Texaco

1.	S Cox	2608
2.	T Beaumont	2509
3.	A Knox	1840
4.	I Munro	1320

Vintage Open Texaco

1.	A Knox	2803
2.	S Cox	1815
3.	I Munro	1758
4.	T Glogau	1460
5.	T Beaumont	1264

Vintage 1/2E Texaco

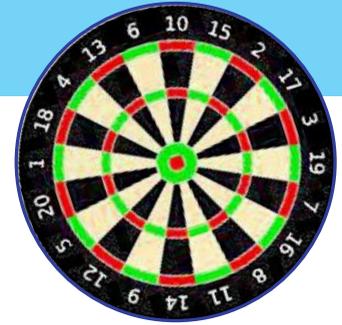
1.	M Evans	2081
2.	R Lockyer	1537
3.	B Russell	1373
4.	M Shears	1346
5.	A Knox	865

Vintage E Texaco

1.	A Knox	1620
2.	R Lockyer	1354
3.	B Russell	1180
4.	S Sturge	1099
5.	M Shears	831
6.	S Cox	198

Vintage E Rubber Texaco

1.	A Knox	3388
2.	B Russell	1393
3.	M Shears	911
4.	T Glogau	535



Vintage Power

Vintage Rubber

1.	Stew Cox	381
2.	Wayne Lightfoot	319

Vintage Precision

1.	Bernard Scott	264
2.	Chris Murphy	243
3.	Ricky Bould	229
4.	Andrew Grenn	200
5.	Stew Cox	183

Vintage Glider

1.	Ceinwen Evans	120
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Vintage Catapult Glider

Vintage Hand Launch Glider

Nostalgia Rubber

Nostalgia Glider

Small Power

Classic Glider

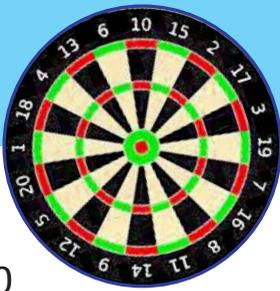


AI's VIEW of *"Many people launching model airplanes in a contest"*

Age and gender correct !



ONGOING RECORDS to end of 2025

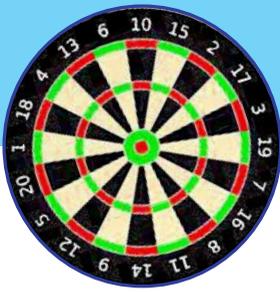


RC Vintage Precision Allan Knox 2021	1194	RC Classical 1/2E Texaco Allan Knox 2021	3266	FF Classic Glider Martin Evans 2015	470
RC Classical Precision Allan Knox 2021	599	RC Vintage E Texaco Allan Knox 2023	3638	FF Vintage Rubber McGarvey / Koerbin	540
RC Vintage IC Duration Stew Cox 2019	1671	RC Classical E Texaco Allan Knox 2447	2023	FF Nostalgia Rubber McGarvey / Scott / Lightfoot	540
RC Vintage E Duration Brian Harris 2018	1560	RC Vint E Rubber Texaco Peter Townsend 2021	7988	FF Classic Rubber Wayne Lightfoot 2023	527
RC Classical IC Duration David Thornley 2017	1500	RC Sport Cabin Texaco IC Peter Townsend 2023	2447	FF Vintage Power Anderson / Bain / Scott	540
RC Classical E Duration Peter Townsend 2021	2700	RC Sport Cabin Texaco E Keith Trillo 2019	4456	FF Nostalgia Power Bain / B Scott / Murphy	540
RC Vintage 1/2A Texaco Allan Knox 2018	3333	RC Scale Texaco Allan Knox 2020	2466	FF Small Power Bernard Scott 2016	353
RC Vintage A Texaco Allan Knox 2018	3730	FF Vintage Precision Gary Burrows 2014	411	FF CAT Glider John Butcher 2012	339
RC Vintage Open Texaco Bryan Treloar 2018	3543	FF Vintage Glider Wayne Lightfoot 2023	525	FF HLG Des Richards 2022	295
RC Vintage 1/2E Texaco Allan Knox 2021	3957				

Only one change to the Record scores during 2025

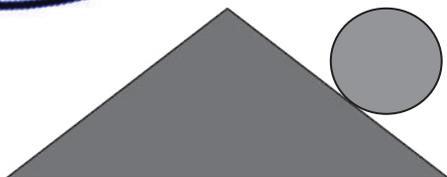
ONGOING RECORDS

from start of 2026



With the combining of some RC events into one, the previous Leader Boards and Ongoing Records no longer represent what we now fly. Below is how the ongoing Record sheet will appear in future. The highest performance out of events that have been combined have been transferred to this new Record to preserve those scores.

RC Vintage Precision Allan Knox 2021	1194	RC Vint E Rubber Texaco Peter Townsend 2021	7988	FF Nostalgia Rubber McGarvey / Scott / Lightfoot	540
RC Vintage Duration Peter Townsend 2021	2700	RC Sport Cabin Texaco Keith Trillo 2019	4456	FF Classic Rubber Wayne Lightfoot 2023	527
RC Vintage 1/2A Texaco Allan Knox 2018	3333	RC Scale Texaco Allan Knox 2020	2466	FF Vintage Power Anderson / Bain / Scott	540
RC Vintage A Texaco Allan Knox 2018	3730	FF Vintage Precision Gary Burrows 2014	411	FF Nostalgia Power Bain / B Scott / Murphy	540
RC Vintage Open Texaco Bryan Treloar 2018	3543	FF Vintage Glider Wayne Lightfoot 2023	525	FF Small Power Bernard Scott 2016	353
RC Vintage 1/2E Texaco Allan Knox 2021	3957	FF Classic Glider Martin Evans 2015	470	FF CAT Glider John Butcher 2012	339
RC Vintage E Texaco Allan Knox 2023	3638	FF Vintage Rubber McGarvey / Koerbin	540	FF HLG Des Richards 2022	295



2.4 GHz

The reason new radios operate on 2.4 GHz is because of microwave ovens.

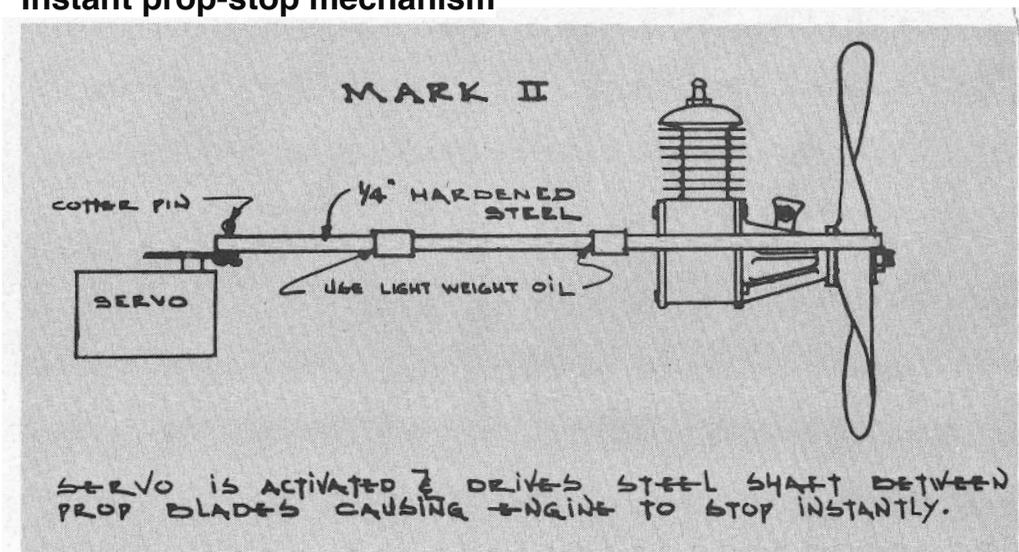
Because of the difficulty of making an affordable oven that doesn't produce a ton of radio interference, the 2.4 GHz frequency was left open, while other bands were licensed for specific applications.

Many decades later, anybody who wants to sell a garage door opener, Bluetooth device, wifi router, or radio controlled toy uses this wild west 2.4 GHz free-for-all frequency.



The Manson family's Christmas was about to be made perfect by a squeak from their back gate ...

Instant prop-stop mechanism



MODEL AIRPLANE NEWS • September, 1971

Dear Mr Efforter of the ABRANZ News this is your earomoderin Bunnunup here again in case you have some space left in the new airoplane nationails report and especially about the Aggravation co first I must tell you about what Amarilla did with her lentil curry more enthusiastic than before and helped me with getting my spe competition model back in the flying Aggravation. You know?how you run to get to the squat in time well that was how every time never minds because it made me run fast and I got a good score who were not eating Amarillas special curry even although Amaril