

AVANZ



NEWS



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NDC 2026

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COVER Geoff Pullen points out to his PAW engine the direction in which he wants it to run. In the Tomboy International at Christchurch, Geoff topped the IC events with a noteworthy 12 minutes 35 seconds.

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RC and FF June - November 2026

Jun/26	129	VINT	FF Vintage Hand Launch Glider
Jun/26	130	VINT	FF Vintage Catapult Glider
Jun/26	131	VINT	FF Nostalgia Power Duration
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Aug/26	142	VINT	FF Vintage Catapult Glider
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Sep/26	149	VINT	RC Vintage 1/2E Texaco
Sep/26	150	VINT	RC Sport Cabin Texaco
Sep/26	151	VINT	RC Vintage Precision
Oct/26	152	VINT	FF Vintage Hand Launch Glider
Oct/26	153	VINT	FF Vintage Catapult Glide
Oct/26	54	VINT	RC Vintage Open Texaco
Oct/26	155	VINT	RC Vintage Duration
Oct/26	156	VINT	RC Vintage E Texaco
Oct/26	157	VINT	RC Vintage Duration
Nov/26	158	VINT	FF Vintage Glider Duration
Nov/26	159	VINT	FF Classic Glider Duration
Nov/26	160	VINT	RC Vintage E Rubber Texaco
Nov/26	161	VINT	RC Vintage 1/2E Texaco
Nov/26	162	VINT	RC Vintage Precision

UPCOMING RALLY

Hamilton Model Aero Club

RC field 231 Collins Rd, Melville, Hamilton

17th October 2026

Models must be from plans or kits dated up to the end of 1975, built recently or in the past. The plans may be scaled up or down. Power may be IC or electric. The range of designs up to the end of 1975 includes:

- ☐ 'Traditional Vintage' – original FF designs fitted with RC
- ☐ Pioneer RC designs
- ☐ Designs for RC gliders, converted power
- ☐ RC sport, scale, and pattern/aerobatics designs

Faster models will be flown in separate time slots.

No competitions – just flying for the joy of it.

Organisers' choice awards will be made for:

- ☐ Best 'Traditional Vintage' flights
- ☐ Best RC glider flights
- ☐ Most authentic pattern/aerobatics
- ☐ Concours: best construction and finish - model must be flown to qualify

Registration fee: \$10

BBQ lunch available

Contacts:

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Bernard Scott 07 853 8847

Vintage SIG Waikato Rally

17th October 2026

HMAC RC Field



A RALLY FOR FLYERS WHO ENJOY FLYING MODEL DESIGNS FROM EARLIER ERAS. THE AIM IS FOR EVERYONE TO HAVE FUN THROUGH SHARED ENTHUSIASM FOR THESE DESIGNS, AND SOCIALISING WITH PEOPLE WHO HAVE SIMILAR INTERESTS IN BUILDING AND FLYING.



Hi Santoni. We fly our Tomboys here at Christchurch MAC on a regular basis to our local rules. These match the International event for IC powered models and we can swap to your larger batteries for the electrics.

Here are the CMAC flight times for this year's event:

Lynn Rodway	RC	48" IC Mills 1.3	650 seconds =	10m 50s
Geoff Pullen	RC	48" IC PAW Diesel	755 seconds =	12m 35s
John Beresford	RC	48" IC Mills 1.3	538 seconds =	8m 58s
Stuart Grant	RC	36" Electric 450.2	1620 seconds =	27m 00s
Allan Knox	RC	36" Electric 500.2	1823 seconds =	30m 23s
Allan Knox	RC	36" .75cc/3cc fuel	314 seconds =	5m 14s

Cheers, Allan Knox

From further North, the Editor submitted these times last month:

Bernard Scott	RC	44" Electric 500.2	2057 seconds =	34m 17s
Bernard Scott	RC	48" Electric 500.3	1246 seconds =	20m 46s
Bernard Scott	FF	36" .75cc/3cc fuel	315 seconds =	5m 15s

Still no starters for the Tomboy 36" IC Rise-Off-Water



Flying in Vintage Scale Texaco

Thought I would try something different this time as the old *Auster* I used last time was not competitive.

But, although it was fun to fly, the *Blackburn Monoplane*, below, could only just climb on the power available by following the 3s /11mah formula. It was too awkward to hand launch and a lot of power time was lost during take-off. Hence only two minutes of powered flight was achieved, and with the glide angle of a brick, spot landings were not achieved.

Then to add insult, a cell died on my 3rd battery before lift-off which resulted in a DNF.



Something about this class intrigues me so it was time to look at a more appropriate model.

The *Avro 504K* is the outcome of 20 years of research and two years building. It was only recently flown. It does fly slowly but not sure if it will hang in enough.

Its outline follows an old plan but most has been built to replicate the real one at Hood Airdrome. I had seen the frame in the Stuart Tantrum Shed about 20 years ago, then saw it flying at hood three years ago - so got to and built it.



MOTH MINOR

This came about as a model to compete in RC Sport Cabin E Texaco.

The class calls for a limit of 200mah X 2s battery so a design as light as possible was envisaged. To this aim, the *Moth Minor* from Frog, a 1955, 22in span FF Rubber scale design was chosen and scaled up to 30" span. The plan is available on Outerzone as oz579. The motor chosen was an 1811 weighting in at 10gm (*RC Drone Accessories 10G Brushless Motor Out Runner 1811 2000KV for Radio5944*).

2.5g low voltage servos were used, but these have proven to be very difficult to get operating smoothly so, if the concept proves successful, better quality servos may be required. For safety, a separate 500mah battery has been used for the receiver.

Built from balsa, tissue and light-weight covering, it has come in at 190gm ready to fly.

As the rules specify that the throttle can only be used to slow engine speed and not increase it the propeller was chosen for a very gentle climb on full throttle and only needs to be slightly reduced if height is gained and visibility becomes difficult.

I flew the competition on a cold morning with a very light breeze. No lift was encountered and flight times varied from a couple of minutes up to 6 minutes. Control was very sensitive and it turned out more like a aerobatic flight than a smooth duration flight. Directional control was difficult and it tended to drift away very quickly. The next move is to look at better quality servos to improve control, so smooth flight may be achieved and the benefit of any thermal lift can be used.

Regards Brian Perriam



The *Stratostreak* I built in 2014 had a charmed life. It flew consistently without retrimming - characteristics that often "brought home the bacon" despite a rather mediocre glide. Moving on from such a model is hard but winter's need for kindling provided the motivation and a new design was selected.

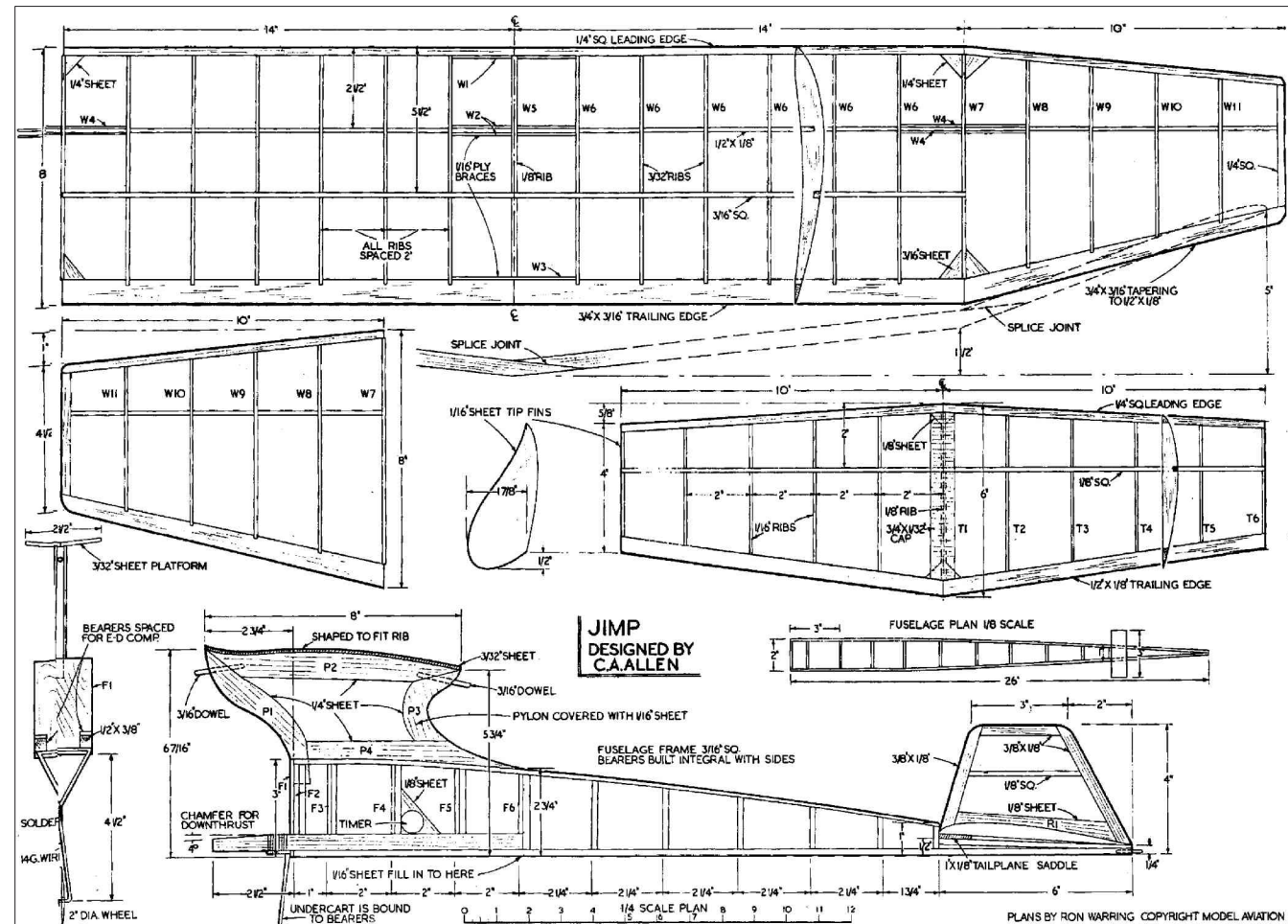
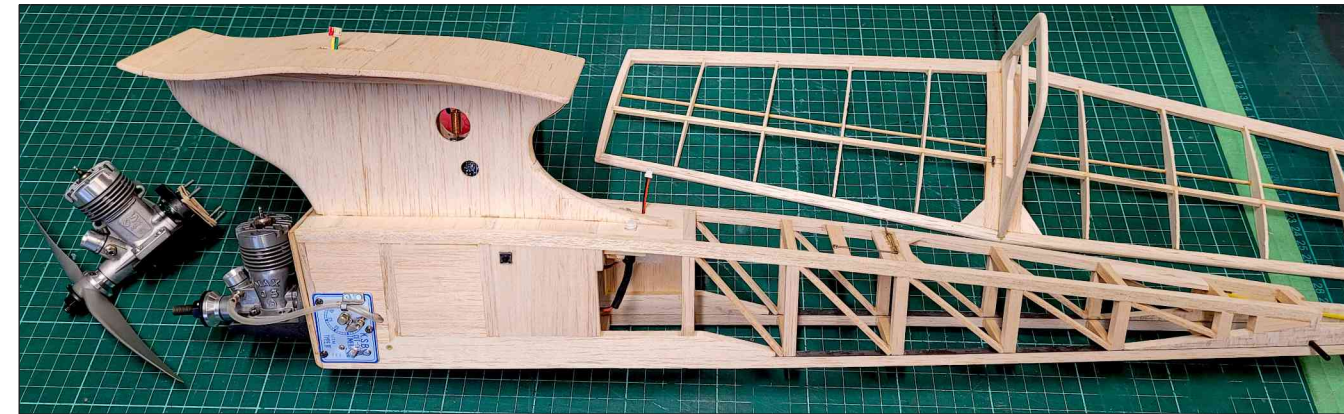
Praise for the performance of the *Jimp*, plus it already being on my long list of possibilities, over-ruled the obvious and inevitable CG problem. The tailplane was built light and wood to the rear of the pylon was chosen for lightness. Balance point is not noted on the plan so nose weight and/or mounting the engine further forward may be needed.

Covering is tissue over light-weight Doculam. Engine cut-off uses a KSB timer - preferred as activation can be verified unambiguously before launch.

Both programmed and remote dethermalising is by BMK enclosed in the pylon. A remote function button is located under where my thumb will be when the model is held in launch attitude.

DT release uses a spin-off with mousetrap. These functions plus GPS are powered by a 1S.200 LiPo inserted into the pylon through a slot in the wing mount.

Bernard Scott



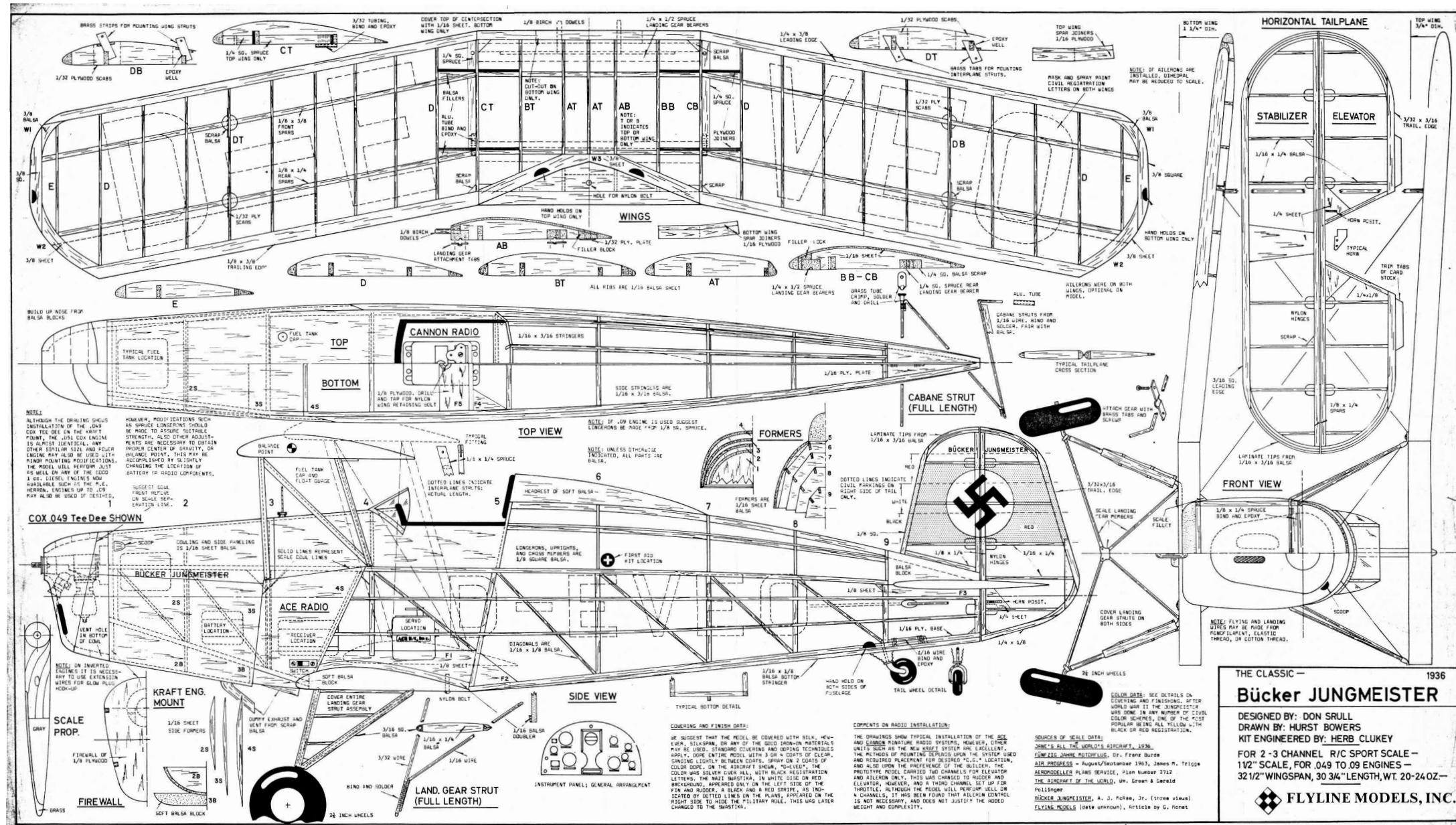
Flyline Models

Many of the plans from Flyline Models would suit enlarging for RC Scale Texaco - and general flying for the non-competitive.

The immaculately drawn plans are works of art even before the building starts. Typically, they are packed with building advice yet never become confused or difficult to follow.

Most Flyline designs were by co-owners Hurst Bowers and Herb Clukey although I have found a few by well-known fliers Earl Stahl and Don Scrull.

Herb Clukey appears to have been the primary draftsman.

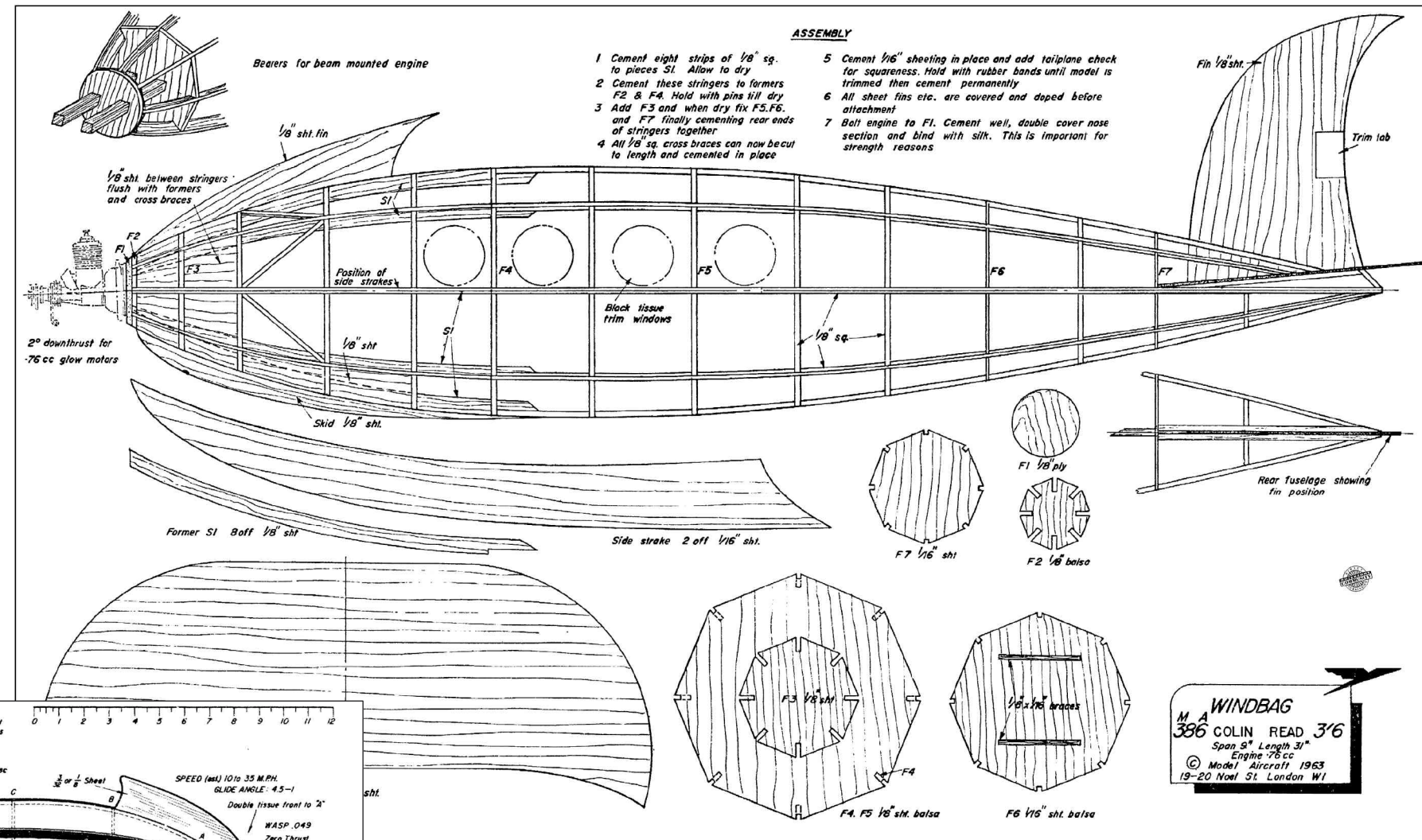
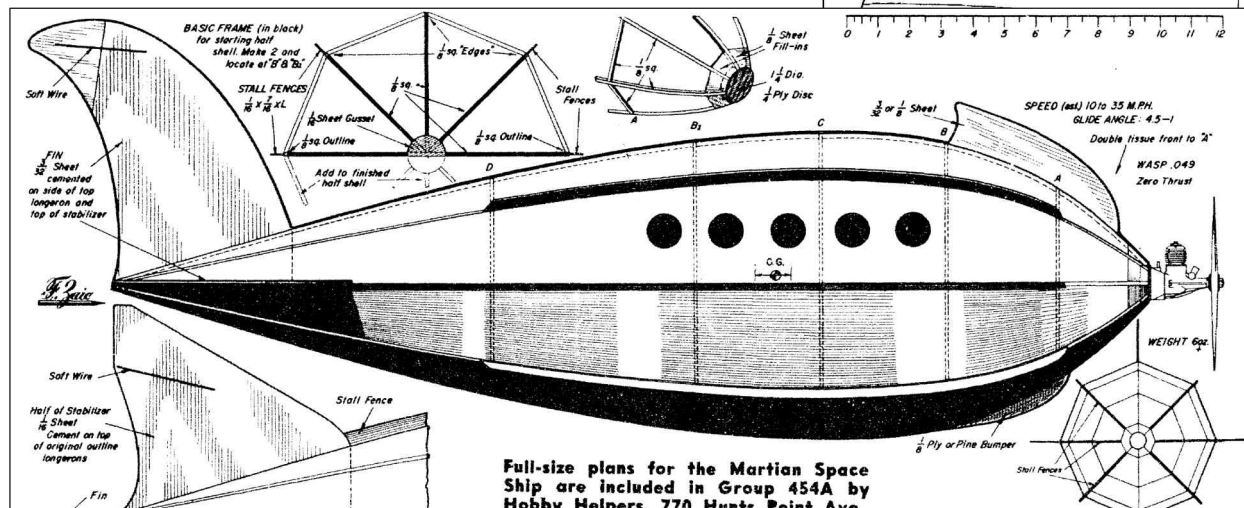


Colin Read's creations appeared many times in the aeromodelling press of the Old Country. They were often "different" and *Windbag* is one of Read's quirkiest. It appears to be a re-invention of the *Martian Spaceship* (below) by Roy Clough which appeared in the 1954 Air Trails Annual. More of Clough creations will feature in future Oddity Files.

Reports say that Read's Zeppelin look-alike flew in a stable manner, though the designer confessed he is not sure why it behaved so well. Clough, however, clearly understood the aerodynamic principle behind his *Martian Spaceship* and described it in the simplest of terms: "*It obtains its lift by forward motion through the air, and not by some amazing anti-gravity device*" ?? Glad that's all clear now, Roy.

The photographs are from an Australian publication, showing *Windbags* that were built and flown for a one-design event. The blue and the purple ones have been strengthened with cross-bracing down the whole fuselage.

Rudder-only RC, anyone?



AVANZ News COVERS 195 - 200



AVANZ News COVERS 201 - 206



AVANZ News COVERS 207 - 212



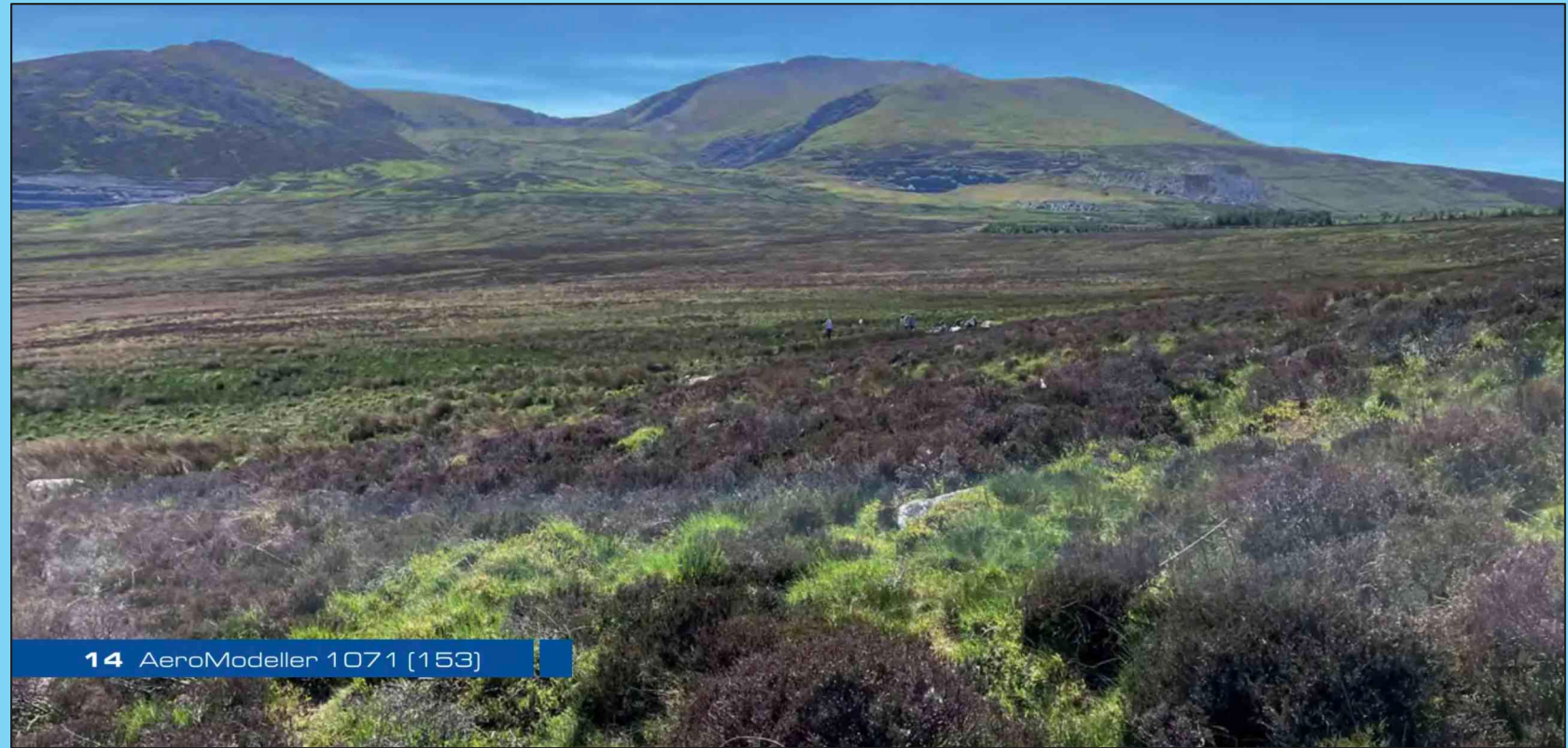
And that almost brings us up to the present ...

Aeromodeller, August 2026, carried an article by Chris Brainwood on the May Welsh, a 3-day event at a spectacular flying site in Wales.

The Snowdonian Mountains form the backdrop to the area, and there is certainly no lack of space for the max-mad flier.

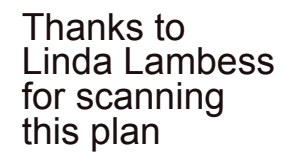
“... the flying area is affectionately called The Swamp but it is in fact a peat bog so the ground is soft, often wet, and occasionally you sink deep enough to make wellies a necessity”.

Proof that true fliers don't complain about non-perfect sites - they just pull on their wellies and get on with doing what they love.



14 AeroModeller 1071 (153)





EARLY POWER DURATION EVENTS

THE START OF POWER DURATION

Those modellers who would prefer to have no contest rules would certainly have enjoyed themselves some 20 years ago. Duration competitions at that time were for all types of model aeroplanes, however powered.

In America in 1932 a power (gas) model took its place alongside the rubber driven machines for the first time. It suffered from various troubles and did not record any official flights. But the writing was on the wall. In the following year that same modeller—Maxwell Bassett, just about cleaned up the duration events at the American Nationals. The rules held no restrictions for length of power run, or anything like that. He could simply fill the tank and let the model fly for as long as it could. His cabin model won the Stout Trophy with 22 min. 22 sec. and the Moffett International Trophy with 28 min. 18 sec. His stick model won the Mulvihill Trophy with 14 min. 55 sec. No rubber model had a chance against him!

The motors he used were made by Bill Brown of Philadelphia and were of 10 c.c. capacity. They were, in fact, the forerunners of the famous Brown Junior which was to come on to the market in the mid 1930's.

The models? Well, they were large, lightly built with parasol, polyhedral wings. Both, it appeared, suffered from spiral instability, but underpowered by modern standards and carefully trimmed, produced the results. The photograph shows the two models and the trophies they won for Bassett at the 1933 American Nationals. From the cabin job Bassett developed his *Miss Philadelphia*, a lightweight parasol model with a span of somewhere around 8 ft. which won many other major contests and set up several world records in its time.

ABOUT MAXWELL BASSETT

Gas models and Maxwell Bassett are usually said in the same breath. The development of the gasoline model art can be traced directly to him. He and Bill Brown nursed this phase of the model hobby through its first perilous years. Maxwell turned in his first successful National contest performance in Atlantic City in 1932. This was after considerable experimenting before and during the contest. King Rubber ruled that contest, despite Maxwell's splendid showing. Nevertheless, at the next National meet he proved that rubber was no match for gas by winning the three National outdoor events.

In the early days Maxwell was the only gas model entrant. But the popularity of gas models has supplied plenty of stiff competition in recent years. Last July at the National meet Bassett proved he still had the famous touch which makes his models such outstanding performers. He won the Open Class Gas Event with the longest flight of the contest. And to prove he was still the ace gas modeler, he took home the consistency trophy—given to the entrant having the highest total for the three official flights. His total was 164 minutes. Maxwell still holds the record for the longest flight with unlimited gas supply. Back in 1934 he flew a model for 2 hours and 35 minutes. It covered about 65 miles and was followed in an airplane.

Maxwell's opening wedge in the model hobby was made with outdoor and indoor rubber-powered models—back in 1928. It wasn't long before he sold out to the gas interests. Since then he's flown gas models in practically every meet of national or sectional importance. And he usually takes first prize—as his collection of thirty some trophies and an equal number of medals will bear out.

Read Charles H. Grant's call to arms for members of the International Gas Model Airplane Association (IGMAA), [Model Airplane News, August 1937, p 7](#).

The message was in response to the concerns that gas model flying would no longer be allowed. Registrar Frank Goodwin of Massachusetts ruled in 1937 that "gas powered models are legally aircraft and cannot be flown in the state of Massachusetts unless licensed and operated by licensed pilots." (*Model Airplane News*, October 1937, p 28) Likewise, the Connecticut Commissioner of Aeronautics issued a regulation that "No model aircraft shall be flown in or over the State of Connecticut if powered by any means other than rubber bands." (*Model Airplane News*, November 1937, p 24) The United States Board of Commerce even began to investigate.

The IGMAA and its leaders along with the National Aeronautic Association and its model airplane division (the Academy of Model Aeronautics) lobbied for the benefits of gas model flying.

A delegation of Department of Commerce officials was brought to the 1937 National Aeromodeling Championships, after which they decided that gas models should not be banned and that restrictions placed upon the flying of gas jobs by the contestants themselves at the present time were sufficient." (*Model Airplane News*, October 1937, p 18)

Not all fliers were happy with power models and they tried to have them banned. Charles Grant appealed to power fliers ...

ABOUT a year and a half ago a conference of expert model designers and builders was held at Newark, N. J. At this conference a member who is not a model expert, condemned gas models.

A number of the members sensed that he was out to prevent the activity of gas model building from gaining popularity and expanding. The gas model champions rose to the challenge.

Since then the International Gas Model Airplane Assn. was organized under the sponsorship of **MODEL AIRPLANE NEWS**. The whole purpose of this organization was, and is, to promote gas model activities in every form which will be beneficial to model builders and in a manner which will not be detrimental to them, to the art or to anyone with whom they come in contact. It was felt at that time by its director, Mr. Charles Grant, that if all the gas model builders were united under one head it would be, in their hands, an organization impervious to attacks by the inexpert. This organization has grown to a membership of over 3,000 and is composed of about 85 units, located in various parts of the world. In fact, there is a unit in nearly every important country as well as in every one of the United States of America.

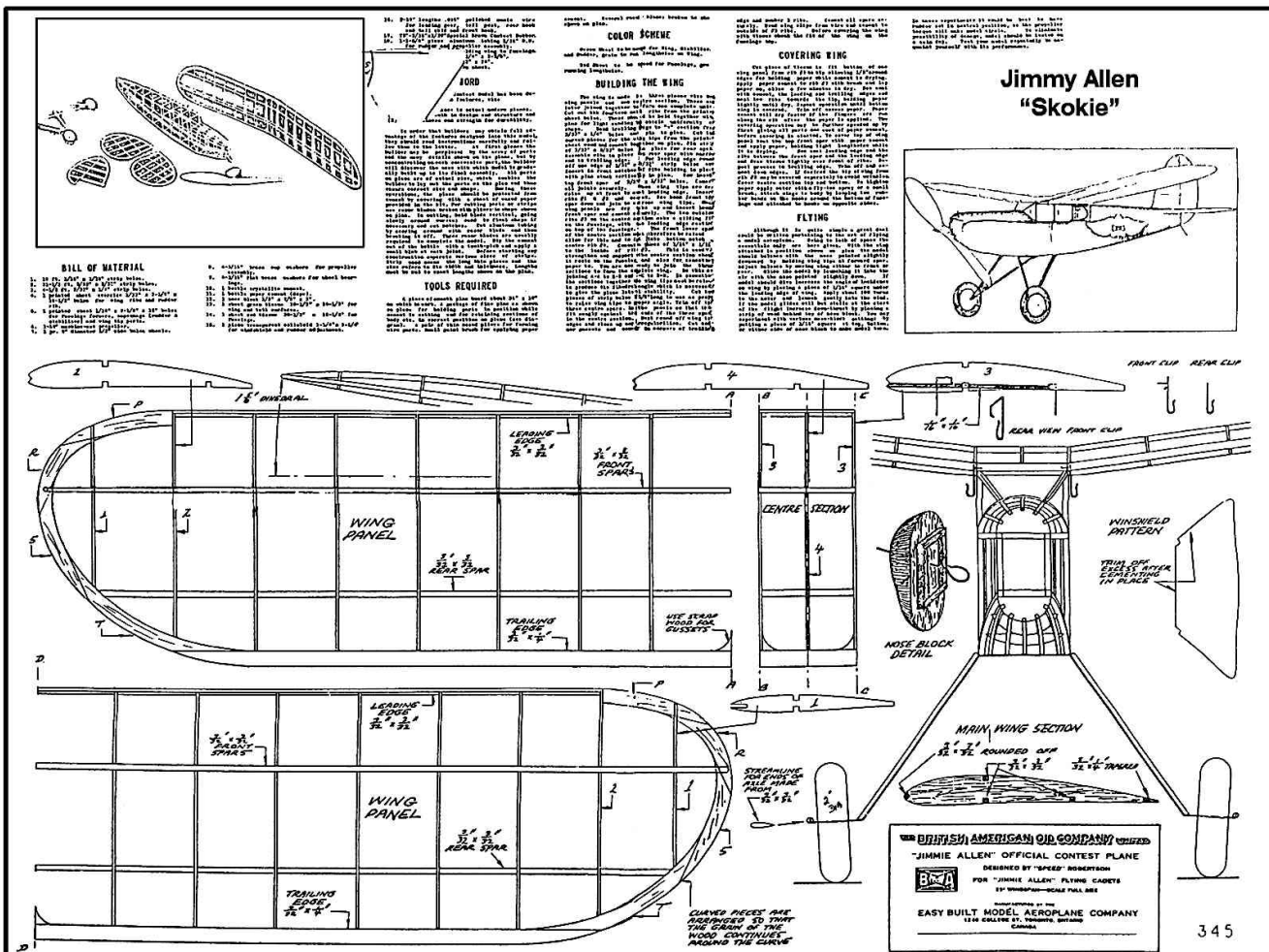
Recently the enemies of gas-powered flight have attempted to do what we believed they would eventually do; that is, to stop the flying and operation of gas models on a nation-wide basis. We therefore call upon you, as one of the leaders and dominating forces in the IGMAA, to collect every bit of "ammunition" possible with which you can combat any action which subversive forces have taken or may take. We cannot impress upon you too strongly that now is the time to act.

SKOKIE at DAWN

Screen shot from
maxfliart Youtube channel
See page 18



Speed Robertson



The *maxfliart* YouTube channel is a gem. It presents free flight scale aeromodelling as a serious art form through video episodes that are mainly of two types: start-to-finish build logs in time lapse and the trimming and flying of completed models. The build logs reveal techniques for constructing those tricky bits using excellent camera work with subtitles to further explain the processes.

Designs range from those that we might choose as easily built and trimmed to those that we would likely rule out as being much too complicated and difficult to trim.

Filmed using multiple cameras, the trimming process records flights from launch to landing, often including a model's eye view from on-board cameras. Successive flights record changes in trim and motor turns, enabling the viewer to relate the changes to their effects on flight patterns.

The coaxing of each subject into stable flight presents invaluable guides to the trimming of rubber powered models. Years of hard-gained (or sometimes never-gained) trimming skills are condensed into a few minutes of enjoyable viewing.

A sampling of maxfliart projects is shown in the screen copy of the channel's home page.

1940 Guillow's P-38
"YIPPEE" - Anatomy of ...
4.1k views • 6 days ago

Fairchild 24 Model - Start to Finish
3k views • 2 weeks ago

27" Pacific Standard C-1 Model Airplane - Golde...
7.3k views • 2 months ago

Mega Model Airplane
Mass Launch - "This is ...
4k views • 2 months ago

36" Rubber-Powered
Bellanca 28-92 Trimoto...
4.2k views • 2 months ago

Remembering A Rubber-Powered Mega Mass ...
2.2k views • 2 months ago

Start to Finish ▶ Play all

Shows the process of building a model as well as its first flight.

Rubber-Powered Snoke
Swiftly Jr. - Start to Finish
maxfliart
50k views • 9 years ago

Rubber-Powered 20"
Ryan M-1 - Start to ...
maxfliart
43k views • 7 years ago

18" Rubber-Powered
Contra-Rotating ...
maxfliart
73k views • 5 years ago

Rubber-Powered Model
Airplane - 27" Dornier ...
maxfliart
224k views • 9 years ago

27" Rubber-Powered
Seafire Mk L.III - Start t...
maxfliart
184k views • 7 years ago

16" Rubber-Powered
Curtiss SBC-3 Helldiver...
maxfliart
34k views • 7 years ago

Anatomy of a Trim Session ▶ Play all

Shows the trimming process for newly built models.

27" rubber-powered
Seafire - Anatomy of a ...
maxfliart
14:01

37" Rubber-Powered
Model Airplane - 1931 ...
maxfliart
18:45

Rubber-Powered
Fairchild PT-26 - ...
maxfliart
22:11

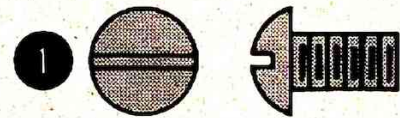
Rubber-Powered Haines
Racer - Anatomy of a ...
maxfliart
16:16

13" Rubber-Powered
Martinsyde S.1 - ...
maxfliart
7:44

Rubber-Powered Snoke
Swiftly Jr. - Anatomy of ...
maxfliart
10:18

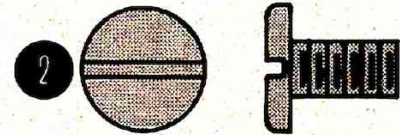
SCREW HEAD DESIGNATIONS

As modelers of miniature aircraft, we use screws of all types, with many different types of heads. Many of us don't know the names of the different types of heads or why one type should be used for a particular fastening chore instead of another. I know of thirty different types of heads, most of which are used very rarely because they were designed for special applications. Below are nine of the most common heads. These heads are probably the ones that you are the most familiar with, but you may have not known their names. Most of the heads shown can be obtained with a Phillips recess instead of a slot. By Anthony LaVardera.



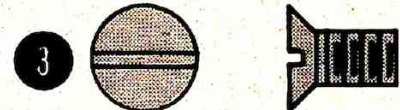
ROUND HEAD:

THIS IS THE MOST FAMILIAR HEAD SEEN. IT IS USED UNIVERSALLY FOR GENERAL APPLICATIONS. IT HAS A GOOD SLOT DEPTH FOR TORQUING.



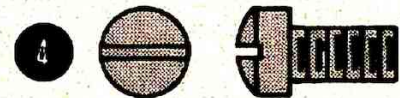
PAN HEAD:

SOMETIMES CALLED BINDING HEAD WHEN AN UNDERCUT IS PROVIDED UNDER THE HEAD. IT CAN TAKE HIGH TIGHTENING TORQUES AND HAS A LARGE BEARING AREA UNDER THE HEAD.



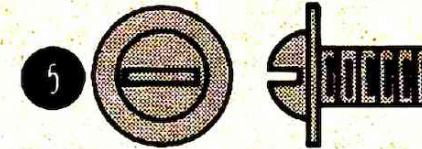
FLAT HEAD:

THIS SCREW COMES IN 80° and 100° SLOPES. IT IS USED WHERE A FLAT FINISHED SURFACE IS WANTED. THE COUNTER SUNK PORTION OF THE SCREW WILL ACT AS A CENTERING PIN FOR REPEATED PLACEMENT OF THE PART BEING FASTENED.



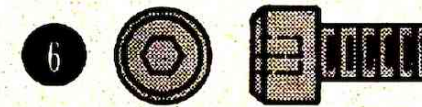
FILLISTER HEAD:

THIS HEAD IS SMALLER IN DIAMETER THAN A ROUND HEAD SCREW BUT IT IS DEEPER WITH A DEEPER SLOT. IT CAN BE ASSEMBLED CLOSE TO FLANGES OR RAISED SURFACES AND MAY BE USED IN COUNTER-BORED HOLES.



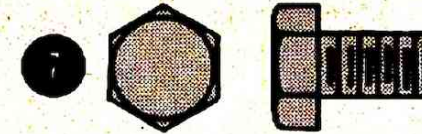
WASHER HEAD:

THIS HEAD LOOKS LIKE A ROUND HEAD SCREW WITH A WASHER. THE LARGE BEARING AREA OF THE HEAD PROTECTS THE MATING SURFACE FROM BEING CRUSHED. THIS HEAD WOULD BE GOOD FOR NYLON BOLTS USED TO MOUNT WINGS.



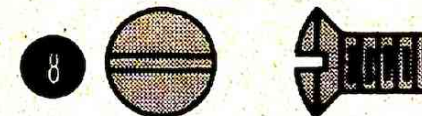
SOCKET HEAD:

THIS HEAD HAS THE SAME ADVANTAGES AS THE FILLISTER HEAD WITH THE ADDED ADVANTAGE OF THE ALLEN SOCKET RECESS. THIS ALLEN RECESS PERMITS INSTALLATION IN VERY TIGHT PLACES AND A HIGH TORQUE CAN BE APPLIED.



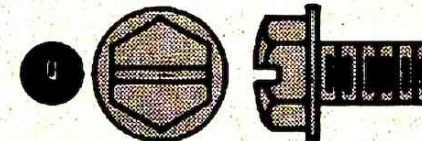
HEXAGON HEAD:

THIS IS THE STANDARD TYPE WRENCH APPLIED HEX HEAD. IT IS USED FOR MOST GENERAL COMMERCIAL APPLICATION. IT IS NOT USED TOO OFTEN ON SCREW SIZES SMALLER THAN 10-32 OR 10-24.



OVAL HEAD:

THIS SCREW IS IDENTICAL TO THE FLAT HEAD SCREW EXCEPT FOR THE UPPER ROUNDED SURFACE. IT PRESENTS AN ATTRACTIVE DESIGN WHEN MANY ARE USED IN ROWS.



ACORN HEAD:

THIS HEAD HAS A SLOT AND A HEX HEAD FOR DUAL WRENCHING AND A BUILT-IN WASHER FOR A LARGER BEARING SURFACE. IT WOULD MAKE A GOOD SCREW FOR WING MOUNTING.



And, here's the one that even the highest authorities on screw head design usually fail to mention ... the *Clutch Head Screw*. Used to fasten the fuel gauge sender unit to the fuel tank on the 1957 Chevrolet Bel Air Sedan.

Why RC planes have down and right engine thrust

Right thrust:

If you're wondering why you're told to point your engine to the right, sooner or later somebody will mention P-factor which is short for propeller factor. You can get a pretty good description of this phenomenon from Wikipedia, so here's the short version. Your plane is traveling forward. You pull up on the elevator, and now your plane is traveling forward with an increased angle of attack. As a result, the downward traveling blade (right) is able to produce more thrust than the upward (left), thus causing the plane to yaw to the left.

Therefore, we point the engine to the right to counteract P factor. This sounds good at first, but it's not correct. If right thrust counteracts the left yaw caused by P factor when you yank on the elevator, then the plane would turn right when you level off, because the P factor goes away but the engine is still pointing to the right. You're supposed to counteract P factor by using your rudder.

The second most commonly misattributed reason for right thrust is engine torque causing the plane to roll to the left. Torque does indeed cause left roll, but it is corrected by aileron trim and you therefore don't have to think about it. It's not much of a factor because there's more torque at high throttle, which is also when there is more

airspeed, which causes a simultaneous increase in the correcting effect of the wings and tail.

So, why is right thrust needed? The propeller creates a spiral slipstream that surrounds the fuselage. Most planes have the vertical stabilizer on top of the fuselage. The slipstream hits the fin on the left side, pushing it to the right, which causes the plane to yaw left. The engine is angled to the right to counteract this effect. Both the problem and the solution are proportional to the throttle setting, so they balance each other nicely.



But why do different planes have differing amounts of right thrust? The two main factors are the location of the tail fin and the ratio of airspeed to slipstream strength. High airspeed causes a straightening of the slipstream and thus less yaw, whereas low airspeed combined with lots of engine effort will have more side forces in the slipstream and create more yaw. For examples of the two extremes, imagine a pylon racer vs a big, draggy biplane with a long, low pitch propeller. This explains why biplane designs sometimes call for as much as 5 or 6 degrees of right thrust, whereas very fast planes typically have little right thrust or even none.

Down thrust:

It's tempting to think that RC planes have down thrust simply because when the throttle is advanced the nose comes up and the plane climbs too much, just because this is one of the effects of applying power. A properly adjusted plane will maintain a level attitude at all throttle settings, or at least come close to this ideal, and proper adjustment is achieved by pointing the engine up, down, or level as required by the rest of the airframe. Airfoil selection and wing location relative to the engine are the key factors determining the proper vertical orientation of the thrust line.

For example, a typical balsa trainer needs a lot of down thrust. This plane has a high lift airfoil, which translates to high drag, and it's on top of the fuselage, so the center of drag is very high in relation to the center of thrust. This causes a rotational tendency with the center of drag as the axis. The result is that the airplane pitches upward when the throttle is advanced, like when you push a kid on a swing. The high angle of attack slows the plane down, and the plane will stall or at least wallow around, or if the engine is very powerful the plane will go slow and climb like crazy. Pitching up and climbing can be mitigated by trimming the elevator down, but then you have a twitchy plane with a bunch of lift in the rear, and the nose drops when you cut the throttle and try to land.

To maintain pitch stability at all throttle settings, the ideal thrust line theoretically should pass through the center of drag (although this ideal is not achievable in most designs). The engine should be pointed down, so the imaginary line along the propeller shaft will project aft wards pretty close to the center of drag.

STOP FOOLING AROUND WITH MODELS !

Let Walter show you a new direction

How Jerry Got His Start in AVIATION

HOW'S THAT FOR A LAIRD TRANSPORT MODEL? WHAT HAVE YOU BEEN DOING LATELY, BILL? BUILT ANY MORE MODELS?

NO, JERRY. I DECIDED AVIATION WAS A BUSINESS TO MAKE MONEY IN- NOT TO FOOL AROUND WITH. I'M WORKING AT THE AIRPORT NOW. COME ON OUT.

YOU'RE IN AVIATION NOW? AND A LICENSED PILOT ALREADY? HOW COME?

LET'S TAKE A HOP. I'LL TELL YOU WHILE WE WARM UP THE MOTOR.

YOU HAD TO GIVE UP YOUR JOB, DIDN'T YOU, TO GET AVIATION TRAINING?

I DID NOT. WALTER HINTON TRAINED ME AT HOME. THEN I GOT A GROUND JOB AT THIS AIRPORT AND GOT MY FLYING INSTRUCTIONS AT A VERY LOW COST. HINTON TELLS YOU ALL ABOUT HOW TO GET INTO AVIATION IN A FREE BOOK HE'S PUBLISHED.

GEE --THIS IS GREAT. I'LL SEND FOR WALTER HINTON'S BOOK TONIGHT AND LEARN HOW HE TRAINS MEN FOR AVIATION.

WHAT A COURSE. HINTON GIVES ME THE DOPE ON MOTORS, AIR PLANE DESIGN--AIRPORT MANAGEMENT--GIVES ME THE GROUND TRAINING FOR MORE THAN FORTY DIFFERENT TYPES OF AVIATION JOBS. AND HE'S HAD MORE THAN EIGHTEEN YEARS EXPERIENCE TRAINING MEN FOR AVIATION. I'M GOING TO START TRAINING RIGHT NOW.

THIS SHIP HANDLES BETTER THAN EVER SINCE YOU'VE BEEN SERVICING IT.

THANKS BILL. HINTON CERTAINLY KNOWS HIS STUFF. I'M TAKING FLYING LESSONS NOW. I'LL SOLO NEXT WEEK.

I'M SO GLAD YOU GOT INTO AVIATION. WITH THAT NEW JOB AS PILOT FOR THE AIRLINE WE CAN GET MARRIED RIGHT AWAY.

AND THERE'S PLENTY MORE AHEAD FOR US IN AVIATION, DEAR. IT CERTAINLY IS THE INDUSTRY FOR AMBITIOUS WIDE-AWAKE MEN.

MY FAMOUS COURSE

trains you quickly at home in spare time for

AVIATION'S OPPORTUNITIES

Many make \$40-\$60-\$75 a week in this fast-growing industry



Walter Hinton: trail blazer, pioneer, explorer, author.



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.

The new postings are shown in red.

Please contact me if you spot any errors or omissions

Wayne Cartwright
rwcartwright4@gmail.com

Standings at 26 July: RC Classes

Vintage Precision		
1.	J Ryan	600+199
2.	D Little	600
3.	D Wilkins	599
4.	B Russell	599
5.	A Knox	598
6.	J Aikin	597
7.	B Robinson	595
8.	S Nicholas	594
9.	G Pullen	594
10=	R Lockyer	592
10=	B Perriam	592

Vintage Duration		
1.	K Botherway	1580
2.	A Knox	1580
3.	B Russell	1580
4.	M Shears	1546
5.	S Nicholas	1411
6.	P Sharp	1258
7.	G Rose	1208
8.	A Hales	939
9.	P Sharp	920
10.	K McMillan	915

Vintage 1/2A Texaco		
1.	A Knox	1480
2.	R Gray	1391
3.	B Scott	1364
4.	L Rodway	1361
5.	S Cox	1376
6.	B Russell	1037
7.	B Treloar	809

Vintage A Texaco		
1.	S Cox	2608
2.	T Beaumont	2509
3.	A Knox	1840
4.	I Munro	1445

Vintage Open Texaco		
1.	A Knox	3228
2.	B Scott	2756
3.	S Cox	1815
4.	L Rodway	872
5.	I Munro	1758
6.	T Glogau	1460
7.	T Beaumont	1264

Vintage 1/2E Texaco		
1.	M Evans	2081
2.	M Shears	1691
3.	R Lockyer	1537
4.	B Robinson	1473
5.	L Rodway	1448
6.	B Russell	1373
7.	A Knox	978

Vintage E Texaco		
1.	A Knox	2278
2.	W Cartwright	1764
3.	B Scott	1400
4.	R Lockyer	1354
5.	B Russell	1327
6.	S Sturge	1195
7.	B Perriam	860
8.	L Rodway	839
9.	M Shears	831
10.	S Cox	198

Vintage E Rubber Texaco		
1.	A Knox	3388
2.	B Robinson	2705
3.	B Russell	1691
4.	W Cartwright	1591
5.	M Shears	911
6.	T Glogau	535

Sport Cabin Texaco IC		
1.	A Knox	2073
2.	R Lockyer	1416
3.	B Russell	1185
4.	M Evans	619

Scale Texaco		
1.	A Knox	2464
2.	B Perriam	1120



Nothing to do with aeromodelling.
Rather, that other essential for
healthy living - nutrition.

