Vintage Power Duration Rules 2026

This is a traditional free flight duration type competition for vintage and classic era power models but with the use of RC to enable thermal hunting and to land back within the field. Engine types are restricted to limit power and cost. The engine run time is varied according to engine size and type of model. Equivalent electric propulsion can be used. The intention is that a wide variety of vintage and classic 'competition' and 'sport' type models should be competitive.

Competition procedure: the CD will specify the launch (or take-off) and landing areas. 3 rounds will be flown to a specified max, followed by an unlimited fly-off if necessary. A helper is permitted for starting and launching. In the event of an engine over-run or a flight of less than 1 minute, a single 'no flight' is permitted in each of the preliminary rounds. Landing outside of the specified area results in a zero score. In a decentralised event the site must not benefit from slope lift, landing must be within 100 metres of the place of launch, and a fly-off flight is necessary if 3 max's are achieved.

Multiple entries: are accepted if for different models but only the results from one model may be carried forward from the rounds and count toward the overall results.

Model eligibility: designs must have been flown, published or kitted by 1st January 1961. Construction must follow the original plan but adaptation for the engine used, electric propulsion and for RC is permitted. Substitution of materials and local reinforcement are permitted but the basic structure of the model must remain as per the plan. Control surfaces must lie within the original planform. Folding propellors are not permitted. Scaling is permitted with appropriate changes to material sizes and rib spacing, but otherwise all must remain in proportion.
A model that falls foul of these construction rules but which was flown in VPD and met the rules prior to 2026, can continue to be flown in VPD by its builder.

Radio: must be 2.4Ghz.

IC engines: the permitted types of engines are plain bearing non-schneurle 2strokes, non-supercharged 4strokes, non-schneurle single ball race diesels of up to 0.8cc capacity, and any SAM engine.

Electric power: the permitted wattage for a model is the 'power factor' for that category of model multiplied by the wing area in square inches, up to the maximum wattage permitted for that category. The wing area is the developed wing area (i.e. with the panels laid out flat, as on the plan) and including the fuselage width.

The wattage is to be measured between the battery and the ESC when run on the ground with the flight propeller and a fully charged battery. To avoid the initial power surge, the wattage should be measured 5 seconds after starting the motor run.
It is important that the battery and the other components are not hot at the start of the run. Also, that the wires to and from the meter are as short as possible, and that the wires, plugs and meter have an adequate current rating (i.e. have a low resistance).

Power bands, permitted power, run times and max's:

Power band	Class A	Class B	Class C
Max IC engine capacity	0.8cc	3.5cc 2stroke .30ci 4stroke	.40ci 2stroke .62ci 4stroke
Power factor	0.4	0.66	0.87
Max watts	100	250	650
'Competition' model run time	12 secs	16 secs	9 secs
'Sport' model run time	20 secs	27 secs	15 secs
Flight max's	3 mins	5 mins	5 mins

The engine run is timed from launch or start of take-off roll. In adverse flying conditions, the CD may proportionately reduce the engine run time and the max. For class 'A' the flight times will be multiplied by 5/3 to account for the shorter max and associated run times for small models.

'Competition' and 'sport' models: designs deemed to be 'competition' models are the high performance types, typically but not exclusively of the pylon layout. 'Sport' models are lower performance types, typically but not exclusively of the cabin layout. Some cabin models, such as many of the PAAloaders, are high performance 'competition' types whereas some non-cabin models, such as the Simplex, are deemed to be lower performance 'sport' models. Vintage models (designs flown, published or kitted by 1st January 1951) are deemed to be 'sports' models apart from a few late era designs that are high performance types, such as the Fubar and the Top Banana. Common sense will apply and models may be reclassified in the light of experience. Those considering building a 'marginal' model should consult the RC Secretary for a ruling. If necessary, the CD will adjudicate on the day.

WD 02/01/2026