# AUSTRALIAN MODEL NEWS



#### From the Editor

This issue marks the tenth year of publication for Australian Model News, starting in 2009 as a Victorian newsletter with only twelve pages and developing over the years into its present National form with usually forty pages. It's been a long haul and I gratefully thank the contributors who have assisted with reports, photographs and results of competitive events.

To maintain a truly National content I still need assistance from modellers in states other than Victoria and would be pleased to receive offerings from modellers all over Australia and in New Zealand.

The 71st MAAA National Championships will be held once again at West Wyalong from April 24th to May 1st,2019 and I recommend this event to all of my readers as a great opportunity to meet old friends, make new friends, and compete against fellow modellers from all over the country.

John Lamont

This newsletter is published bi-monthly to feature model aircraft building and flying and to report on aeromodelling events in Australia and New Zealand.

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#### On the Cover

The 1/12 scale Convair B-36 by Andrew Smallridge, Ivan Chiselett and Kevin Chiselett on its maiden flight.

(Photograph by Andrew Mysliborski)

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#### **COMING EVENTS**

CONTROL LINE DAY AT GREENSBOROUGH MAC

45TH LEURA FUN-FLY AT CORANGAMITE MAC

TRAWALLA ANNUAL FUN-IN AT BALLARAT RMFC

BAIRNSDALE (ACTION) SCALE RALLY AT BAIRNSDALE MAC

WARRNAMBOOL FUN-FLY WEEKEND AT WARRNAMBOOL MAC MONTY TYRRELL MEMORIAL SCALE RALLY AT P&DARCS

WINGS OVER WANGARATTA — IMAC AT WANGARATTA

VMAA TROPHY AT NORTHERN FLYING GROUP

46TH ANNUAL MILITARY SCALE COMPETITION AT WAGGA MAC

WINGS OVER WESTERN PORT AT WESTERN PORT MAC

12TH AUTUMN SCALE RALLY AT TWIN CITIES MAC BIPE AND BUSH PLANE FLY-IN AT MITCHELL FIXED WING AERO CLUB



The National Aeromodelling and Aviators Society in Canberra finished its season for 2018 with three major events within four weeks —

NAAS Aerotow 2018 5th-7th October 2018 F1 National Air Race Championship 20th-21st October 2018 Mammoth Model Aircraft Fly-In 2nd-4th November 2018

The events were held at the NAAS field near Tharwa, a small town just south of Canberra.

All NAAS events start with a morning opening of the field on the Friday which allows pilots to arrive early and set up their camping facilities. This also allows pilots some practice time to start flying and become accustomed to the field. The flying strip is located in a big paddock that has been cleared and mowed by NAAS members so that you can effectively land anywhere on the correct side of the flight line, in the case of a motor out. The NAAS field has a current CASA instrument that permits an operating ceiling of 1800ft. The field is in a very picturesque setting which provides a spectacular back drop for the aircraft.



NAAS flying area.

NAAS has a well equipped kitchen and Friday night dinners usually consist of a range of nibbles from dim sims, feta and spinach triangles, a range of dips and chips, fried salami with melted parmesan cheese just to name a few. Breakfast is served early and comprises egg and bacon sandwiches, sausage and onion sandwiches and, if desired, pancakes. There is always an abundance of the mandatory tea and coffee.



NAAS kitchen.

Lunch is also catered for with sausage and onion sandwiches (onions on the bottom) and steak sandwiches (with the lot if desired). A more formal meal is held on the Saturday night and consists of Webber cooked lamb and pork and a range of vegetables followed by Webber cooked upside down cake served with custard — no one goes hungry at NAAS. The preparation of this meal starts at 1:30 pm with dinner served at 6:00pm. The dinner is now a self-serve with participants helping themselves from Bain-maries. NAAS has a dining area capable of seating fifty with tables set with table cloths and a range of condiments.



NAAS dining and viewing area.





Dinner at NAAS.

Power at the field is from solar generation with batteries that run the fridge and a range of lighting at night. Inverters provide a 240v supply and both 240v AC and 12v DC charging points are available.

NAAS owns two portable toilets that were funded in part by the MAAA and by NAAS fund raising. NAAS is very appreciative of the MAAA assistance and the opportunity to utilise the MAAA club assistance scheme. NAAS also has a hot shower facility and this is fantastic after a long day flying.



Plenty of stories are told around the NAAS 44 gallon drum fire place .

NAAS endeavours to provide the facilities and environment to enhance the social aspect of aeromodelling in a friendly and relaxing environment.

John Armarego President NAAS



The NAAS Canberra Aerotow was held for the second year in a row on the 5th-7th October 2018 at the Willie Emmet field just south of Canberra. Each year the gliders and the tow aircraft get bigger and pilots come from further away, as an example Danny Robertson and Lawrie Prest came all the way from Townsville, David Garle from Walloon Qld, Tim Morland and Anthony Peate from the VARMs club in Victoria.

There were six tug aircraft available with David Garle's and Ross Bathie's massive 50% Pawnees, John Harker's Wilga, Mike Reynell's CAP and the Hots of Dino Riebolge and Tim Nolan. There was plenty of lift all weekend and the weather suited both flying and spectating.

It is a pleasure to host such keen and skilled participants in our hobby along with their magnificent gliders. This is a spectacular event and the NAAS club will look forward to running it again around the same time in 2019.



Danny Robertson's large scratch built Cherokee, all the way from Townsville.





Jonathon Greaves' 50% Hempel 7.5m wingspan KA6 looks good and flies very nicely.





Again this year Jeremy and Tony along with the air racing guys came to Canberra for the F1 National Air Race Championships on the 20th and 21st of October 2018. The event showcases Formula 1, Formula 2, Red Bull, AT6 Texan, Reno and Golden Era depending on the number of entries in each class. There was some very fast action and some extremely close racing — fantastic to watch. The duel between Marius Baumgartner and Riley Sills was the closest racing I have seen and was absolutely nail biting from start to finish.

Big thanks to our NAAS members for their judging in the turn boxes and for the catering, to Jeremy and Tony for the race organising, and also a big thanks to the sponsors, Monaro Models, DLE Australia and Model Engines, for their support of this very exciting event.

We really enjoy these guys coming down to Canberra and the NAAS field.

John Armarego











The NAAS ran their regular Mammoth Model Aircraft Fly-In again this year over the weekend of the 2nd - 4th of November 2018. It is always difficult to run events at this time of the year and not conflict with other events, try organising a calendar once and you will see how difficult it can be. We like to set the dates for our events as early as possible to give everyone the opportunity to participate but there are always multiple clashes.

Prior to the event the weather was looking bad with extremely high wind and gusty conditions matched up with a total fire ban in the ACT. These conditions, if they continued would prevent us from flying but fortunately the weather broke with plenty of rain, the fire ban was lifted and the wind dropped. Saturday was great flying with Sunday almost perfect.

We have always tried to have a strong WW1 theme for this event and this year we had plenty of WW1 aircraft flying, they looked fantastic in the air together. It was a real pleasure this year to be visited by John Gottschalk with Ron Gottschalk as pit crew. John was flying his scratch built 1/4 scale Fokker D.VIII with great skill and precision and is a wealth of knowledge on WW1 subjects as well as aeromodelling in general.

It is always great to see regular participants in David Foster, Col Mitchell, Corinne Pellatt, Benjamin Burrell, Darren Simmons, David Pound, David Bolstad, Tim Dehann, David Pound, David White, Marcus Dolling from interstate at NAAS, together with local ACTAA community regulars Ray Ogle, Steve Miller and Peter Gowland representing other Canberra clubs. Col Buckley was missing this year and will need to produce a written excuse from his mother (or sister).

The social side of this event is just as much fun and as rewarding as the flying plus there is always plenty of fine food and drink.

John Armarego



John Gottschalk's 1/4 scale Fokker D.VIII.



John Armarego's ¼ scale Fokker Dr.1





Very large Etrich "Taube" by Jerry Herron. He is building a larger one because this one performs so well.



"Taube" in flight.

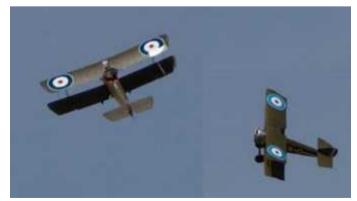














The weather man predicted a pretty good weekend, he didn't disappoint us, and the field was beautifully presented and the Cohuna boys provided protection from the sun with three large shelters.

1/2A electric with twelve entries was flown first. The electric event is quickly becoming the most popular and had some fierce competition with all twelve flyers in the flyoff. The winner was Steve Jenkinson and his ever reliable Stardust with a fly-off time of 45 min 50 sec. Col Collyer flying his Playboy Jnr. was second with 45 min 13 sec. After 45 minutes in the air and with only 37 seconds separating them you can see why this competition is so popular. This was a great event. I/C 1/2A with only three entries was nowhere near as exciting as the electric event. Brian Laughton the winner with new chum Phil Eagles in second place flying one of Kevin Fryer's models. Kevin placed third-

Lunch time had dim sims, sausages in bread, hamburgers with the lot and Joy Taylor's fruit cake to die for. Thank you to Joy and all those who give us such good food. As I have said before I don't know if we go to Cohuna for the flying or the food. Maybe we just indulge ourselves with both.

Duration had twelve entries and good weather but also some carnage with Steve Jenkinson's RC1 screaming off the ground straight into a loop, burying itself just behind the pits. Max Heap had some control trouble with his Bomber and folded the wings on the way up. When the bits were retrieved even the engine was smashed to pieces. Pat Keely and Brendon Taylor withdrew with radio problems leaving Brian Laughton as the winner followed by Rob Taylor in second place and Lynn Clifford third.

Electric Duration had five entries and four reached the fly-off. My luck was still holding out and I placed first from Kevin Fryer second and Col Collyer third. All three of us from the VARMS club in Melbourne.

Sunday dawned as forecast with calm air but a high temperature. The first event was Texaco, both I/C and electric, and as there were only three entries in electric this was run at the same time as I/C which had ten entries. Steve Jenkinson was unlucky again, losing his model down wind and out of control. It was found a little later by Gavin Dunn, flying his drone over the area where the model was last seen. Rob Taylor had engine trouble which forced him to retire and the event was won by Col Collyer flying his Bomber with an OS modified for diesel operation up front. Kevin Fryer placed second and Steve Gullock was third.

Sunday lunch again had fantastic food and the next event was '38 Antique with six entries." Mr Thermal Hunter" (Col Collyer) won this with his OK powered Flamingo, a design that has not seen around for a while. Kevin Fryer was second with his Forster 99 powered Cumulus and Steve Gullock placed third with his Stickalic powered by a new engine, the DC Wildcat. Don Grant unfortunately lost rudder control on his RC1 but with great skill managed to get it back to earth undamaged but landing out. Great flying Don.

Last event of the weekend was Burford and by this time the heat was starting to get the better of us. Only three people put their hand up to fly so it was decided to make it one flight, best time the winner. Sadly Steve Gullock's Stardust somehow got out of control on the climb and folded its wings under power. This must have been the worst air of the day because Kevin Fryer won with a time of 3 min 35 sec, six seconds ahead of Steve Jenkinson. Even in non-thermal air a five minute max is easily achievable so this air must have been all DOWN.

So ended another fantastic Cohuna competition. Thanks to the all the Cohuna boys for their effort and thanks to Don Grant for running a great comp.

**Brian Laughton** 



Col Collyer coming in to land after the Electric Duration fly-off.



Col Collyer's "Flamingo".



Robert Taylor launching Stan Jenkinson's "Dixielander".



1/2 Electric Texaco winners from left— Kevin Fryer (Stardust) 2nd, Stan Jenkinson (Stardust) 1st, Col Collyer (Playboy Jr.) 3rd.



1/2 Texaco winners from left— Phil Eagles (Challenger) 2nd, Brian Laughton (Albatross) 1st, Kevin Fryer (Cumulus) 3rd.



Texaco winners from left— Steve Gullock (85% Bomber) 3rd, Col Collyer (Bomber) 1st, Pat Keely (Airborn) 2nd.



Electric Texaco winners from left— Lyn Clifford (Bomber) 3rd, Max Heap (Bomber) 1st, Gavin Dunn (Lanzo Racer) 3rd.

#### 1/2A TEXACO

	COMPETITOR	MODEL	ENGINE	RD. 1	RD. 2		FLY- OFF	TOTAL
1.	B. LAUGHTON	ALBATROSS	COX	340	420	420	446	1286
2.	P. EAGLES	CHALLENGER	COX	356	420	420	406	1246
3.	K. FRYER	CUMULUS	cox	221	406		406	627

#### BURFORD

	COMPETITOR	MODEL	ENGINE	CC/SEC	RD. 1	RD. 2	FLY- OFF	TOTAL
1.	K. FRYER	SPACER	PB	40			215	215
2.	S. JENKINSON	DIXIELANDER	BB	38			209	209
3.	S. GULLOCK	STARDUST	BB	38				

#### DURATION

	COMPETITOR	MODEL	ENGINE	CC/SEC	RD. 1	RD. 2	RD. 3	FLY- OFF	TOTAL
1.	B. LAUGHTON	PLAYBOY	TH TIGER 36	25	420	264	420	667	1507
2.	R. TAYLOR	CUMULUS	YS 63	28	420	420		590	1430
3.	L. CLIFFORD	CUMULUS	YS 63	28	420	420		512	1352

#### TEXACO

	COMPETITOR	MODEL	ENGINE	CC/SEC	RD. 1	RD. 2	RD. 3	FLY- OFF	TOTAL
1.	C. COLLYER	BOMBER	OS 46D	10	600	600		1128	2326
2.	P. KEELY	AIRBORN	OS 61	15	600	600		1050	2250
3.	S. GULLOCK	85% BOMBER	ENYA 53	15	600	600		866	2066

#### '38 ANTIQUE

	COMPETITOR	MODEL	ENGINE	CC/SEC	RD. 1	RD. 2	RD. 3	FLY- OFF	TOTAL
1.	C. COLLYER	FLAMINGO	OK	128	600	600			1200
2.	K. FRYER	CUMULUS	FORSTER 99	192	578	600	517		1178
3.	S. GULLOCK	STICK	DC WILDCAT	205	504	336	600		1104

#### 1/2A TEXACO (ELECTRIC)

	COMPETITOR	MODEL	RD. 1	RD. 2	RD. 3	FLY- OFF	TOTAL
1.	S. JENKINSON	STARDUST	600	600		2750	3950
2.	C. COLLYER	PLAYBOY JR.	600	600		2713	3913
3.	K. FRYER	STARDUST	600	600		2285	3485

#### TEXACO (ELECTRIC)

	COMPETITOR	MODEL	RND. 1	RND. 2	RND. 2	FLY- OFF	TOTAL
1.	M. HEAP	BOMBER	600	600		530	1730
2.	G. DUNN	LANZO RACER	600	538	600	L OUT	1200
3.	L. CLIFFORD	BOMBER	600	600		L OUT	1200

#### DURATION (ELECTRIC)

	COMPETITOR	MODEL	RND. 1	RND. 1	RND.3	FLY-OFF	TOTAL
1.	B. LAUGHTON	NEW RULER	420	420		470	1310
2.	K. FRYER	CUMULUS	420	215	420	432	1270
3.	C. COLLYER	GAS CHAMP	420	377	420	348	1188



The weather for the event ran true to the forecast with some early showers, wind increasing to around 20 km/h and some intermittent sunny patches. Due to weather conditions leading up to the day the circle was a little less kempt than usual.

Robin Hiern took on the role of CD and judge and for a moment it looked as though we would be caught short. Thankfully Bruce Mackay stepped into the breach at the last moment as a second judge. Steve Vallve and Bernie Cosgriff took care of collecting the scoresheets and compositing.

Flight judges Robin Hiern and Bruce Mackay.

The format of the event was the MAAA Classic pattern flown over two rounds with the judges scores for each round added together to provide the final score.

Reeve Marsh was first to take to the air with his Shark 45. Had it not been for going over time and forfeiting landing points he might have been 60 - 70 points better off on this 1st round score of 790.



Reeve Marsh ready to start assisted by Peter Byrne.

Reeve was followed by David Nobes with his unmistakable Shark 45 in USA NAVY livery. David has been campaigning in Classic with this model for well over ten years and it was no surprise that he set the benchmark for the day with a great score of 1019 on his first flight. Just goes to show there is a truism in saying "age before beauty" - it will get you nearly every time.



David Nobes starting his Shark 45, ssisted by Peter Byrne.

Next off the blocks was Derek Pickard. Derek had been searching for a classic model for a while after re-entering the hobby. Ken Maier was able to help with a Phoenician built by Ken Taylor (Reeve's Shark was also a Ken Taylor model). Derek fitted an LA 46 which seemed to suit the build of this model. Tubby Taylor's nickname had the reputation of extending to his model building and finishing which is why the 46 is well suited to this 35 size model. Derek, whilst well off the pace of David, was further hampered by an over-run. He missed out on landing points but still put in a creditable round 1 score of 825.



Derek Piccard starting his Phoenician, assisted by Reeve Marsh.

John Goodge was up next with another Shark 45. I understand that this was an incomplete build by Ken Taylor (yet again) which Johno completed. I read on the internet somewhere, a comment by Pat Johnson, that if you want to learn to compete in in Classic and F2B just build yourself a Shark 45 and fly the wings off it in both events. The model is an outstanding design. Although not far off Reeve with a 1st round score of 760, it seems that is a little more familiarisation is required with the model for Johno. Also no landing points because of an over run.



John Goodge starts his Shark 45.

Dave Lacey did not have the best start to the day. After travelling from Ballarat and missing the turn off, he ended up on the Bolte bridge with limited exit opportunities, hence a late arrival. It's unsure why Dave chose his Jamison Special to compete in this event but he was behind the eight ball from the start. Scores reflect the model flying too fast to be able to control predictably and with the last four manoeuvres not attempted it put him out of the running. Nice safe landing kept the model intact. Score 458.



Dave Lacey starting his Jamison Special, assisted by Peter Byrne.

With no change in the flying order it was time for Reeve to hit the air again. This time improvements in the vertical eight and cloverleaf plus landing points combined to produce a score of 866. A better performance over his 1st round flight of 790.



Reeve Marsh in action in the second round.

Not sure what Dave Nobes had in mind to improve on his first round which had him streets in front but marginally improve he did until disaster struck. At the bottom of the first outside loop the stranded stainless steel cable on his handle gave way which put an end to the Shark 45. It was a very sad moment for every one and not a fitting end to the model which had performed so well in Dave's hands over so many years. Score for the round 408.



The remains of David Nobes' Shark 45.

It is never easy to be next up after someone else's misfortune, it requires a strong focus on the job at hand and this is something that Derek exhibited for this flight. It was clear that he had better control of the Phoenician in this round picking up points across the board to increase his score over the first round by 192 points.

Another improved flight came from John Goodge who increased his score by 118 points. The improvement came mostly from the addition of landing points. It seemed in this round that Johno focused on correcting the poorer scoring manoeuvres of the first round to the detriment of some other previous respectable scores. In the triangles Johno increased his score by 16 points and for the horizontal eights by 15 whilst the scores for the vertical eights and the clover reduced by 16 and 10 points respectively.

Dave Lacey did not fly the second round.

Steve Vallve



Knox MAC secretary ,Steve Vallve, took care of all of the paperwork.

	MAAA CLASSIC S	TUNT	EVENT SCORES				Total of 2 Flights			
	Contestant	EVENT	NOT USED	Round #1	Round #2	NOT USED	Final #1	Final #2	NOT USED	Final SCORE
151	Derek Pickard	1842.00	0.00	825.00	1017.00	0.00	0.00	0.00	0.00	1842.00
2nd	Reeve Marsh	1656.00	0.00	790.00	865.00	0.00	0.00	0.00	0.00	1656.00
3rd	John Goodge	1638.00	0.00	760.00	878.00	0.00	0.00	0.00	0.00	1638.00
4th	David Nobes	1427.00	0.00	1019.00	408.00	0.00	0.00	0.00	0.00	1427.00
5th	Dave Lacey	458.00	0.00	458.00	0.00	0.00	0.00	0.00	0.00	458.00



The winners, from left— John Goodge (Shark 45) 3rd, Derek Piccard (Phoenician) 1st, Reeve Marsh (Shark 45) 2nd.



This final free flight event for the year is held each year at the Sandringham Athletic Centre and still manages to draw a regular group of attendees for a day of indoor flying and for the Christmas lunch provided by FFS President Darien Cassidy's wife and daughter. Although the passing of time is steadily reducing their numbers those still able to attend produced a good range of models, including a number of aircraft built and flown by late members and now flying again in the hands of their new owners.

Scale models were in short supply on the day and the main event was a half hour scramble for any type of model. The winner of this event was Don Boughton flying a Hangar Rat with Sean O'Connor in second place flying a model built by the late Neil Macleod and Don Bladier third.



Don Boughton retrieving his Hangar Rat in mid air after the 30 sec. maximum flight time was achieved, allowing a quick relaunch for its next flight.



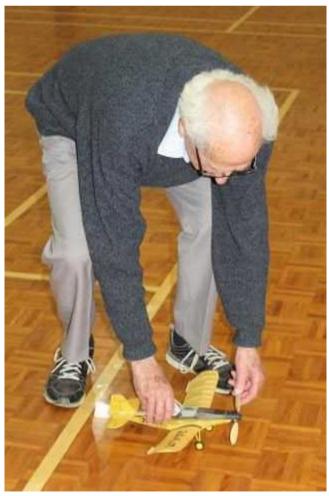
Sean O'Connor preparing his model which was built by the late Neil Macleod.



Don Bladier about to release his model.



Don Bladier with a "Volksplane" built by the late Otto Haas.



Don about to release his Peanut Scale turbo-prop "Pawnee" for a successful flight..



Alternative propeller for the Haas "Volksplane" is of unusual design.



The ultra-light "Volksplane " with a more conventional propeller.





Don with his scale model of the Italian Macchi 5 waterplane. Tiny wheels in the bottom of the hull allow flying from a hard surface.



Sean O'Connor flew this model, built by the late Neil McLeod, in the scramble.



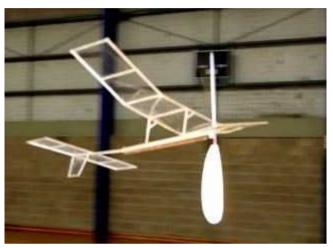
David Sutherland preparing his stick model for the scramble.



Tim Denyer flew in the scramble with his neat rubber model.



Sean O'Connor's model in flight.



David Sutherland's model in flight.



David Sutherland's model circling in the same thermal as Sean O'Connor's model.



Reg Register with his r/c "Hangar Rat" powered by a pusher electric motor. Reg has been organising the Monday meetings at Sandringham for 21 years.



Darien Cassidy, Paul Butler and Mike Glaister in deep discussion.





A range of superlight fibreglass props by Otto Haas.



Otto's continual search for lightness even carried over to the noseblocks on his models.





Sean O'Connor preparing his Comper Swift. This model was built by the late Neil MacLeod.



The Albury Model Aero Club recently conducted a Scale Rally with a difference.

Some time ago several members approached the committee with a request to conduct, what they wanted to call, a de-Havilland Day as there quite a number of de-Havilland aircraft in the club. The committee thought that this idea had merit and decided to expand the concept. After much discussion it was decided to call the event a Classic Airplane Day and to cover the first 40 years of aviation, that is from 1910 to 1950.

The name Classic Airplanes was adopted thanks to a local aircraft engineering business here in Albury that specialises in maintaining and restoring aircraft, as the name implies 'Classic Airplanes'. The proprietor of the business, Mr Jim Williams, is a frequent visitor to our flying field and is always willing to assist members with off cuts of material to assist in model building.

The event was both a flying and static display and aircraft did not have to fly to be eligible for a prize. The aircraft were displayed in lines of decade groupings, that is four rows depicting 1910 to 1920, 1920 to 1930, 1930 to 1940, and 1940 to 1950 - the first 40 years of aviation.

The low key event exceeded our expectations with 47 aircraft displayed, the static concept bringing out aircraft that are rarely seen or have been stored away for many years. On display were aircraft from a 1910 biplane to a 1948 Panther jet, and everything in between.

Jim Williams was invited to be the sole judge and his instructions were to select an aircraft that he liked the most— guite a task as he liked them all.

In an ironic turn of events Jim selected Rob Sargent's magnificent Fairchild Argus, VH-ALF, as his choice. The irony is that Jim once owned the full-size aircraft many years ago. I was also familiar with the aircraft as I used to see it regularly when it was based at Wedderburn, south of Sydney

The success of the day guarantees we will run the event again next year.

**David Balfour** 





Alan Wright and son Andrew from the Wangaratta Club with their Stampe SV4.



Judge Jim Williams and winner Rob Sargent with the winning Fairchild "Argus".



TCMAC President Graeme Frauenfelder, Winner Rob Sargent, Judge Jim Williams and TCMAC Vice - president David Balfour.



Because of the change of dates for the Nationals from the traditional December- January, the VMAA president floated the idea with CLAMF of a local Carnival hosted between CLAMF and KMAC, which was duly promoted. Due to a lack of interest CLAMF withdrew from the proposal and that left KMAC holding the bag. KMAC rescheduled from a two day event to a single day Classic and Vintage competition on the Sunday which was then re-promoted.

Sunday was overcast with winds gusting between 15 - 20 KPH but quite flyable. Unfortunately the number of competitors was well down on expectations and although some came prepared to fly in both Classic and Vintage there were insufficient numbers to run both events. After a little recapitulation it was decided to run a single event based on the Vintage pattern excluding overhead eights. Contestants could fly what ever model they chose, however prizes would be awarded for two categories -

- 1. Highest score for those competing with vintage models
- 2. Highest score for those competing with non vintage models

Whilst we may have left ourselves open should a vintage model flyer pip the score of the others, that situation did not eventuate.

Steve Vallve



Reeve Marsh starting his "Shark 45" assisted by Derek Pickard.



Dave Lacey's "Jamison Special" in flight.



Dave Lacey's "Jamison Special" powered by an OS 40 FP.



Reeve Marsh's winning "Shark 45" powered by a Stalker 51.



Steve Valve's full fuselage "Peacemaker" powered by an OS 25.



David Nobes' new semi-scale Hawker Tempest powered by an OS 40 LA.



Bruce Mackay's "All American PhD" powered by a Fox 35.



Derek Pickard's "Phoenician" powered by an OS 46 LA placed second.



David Nobes' "Jamison Special" powered by an Atwood 49.



Bruce Mackay's vintage "Ringmaster" powered by a Fox 35..

#### **RESULTS**

					E	VENT DETAILS	j
	Contestant	EVENT	Static	Flight #1	Flight #2	Model	Motor
1st	Reeve Marsh	292.00	0.00	283.00	292.00	Shark 45	Stalker 51
2nd	DereK Pickard	269.00	0.00	259.00	269.00	Phoenician	OS 46 LA
3rd	Bruce MacKay	262.00	0.00	251.00	262.00	Ringmaster 51	Fox 35
4th	Dave Lacey	245.00	0.00	245.00	220.00	Jamison Special	OS40 FP



The competitors (from left) - Bruce Mackay 3rd, Reeve Marsh 1st, Derek Pickard 2nd, Dave Lacey 4th.



Reeve Marsh receiving his winner's prize from Robin Hiern.



Bruce Mackay receiving the Vintage winners prize from Robin Hiern.



My recent return to control line flying has put me in contact with Douglas Rochlin, another of our little group. Douglas is an enthusiastic photographer and recently visited the Boat Club, taking these accompanying photographs of the club members' very fine water craft.

The Surrey Park Model Boat Club is located on the east side of Elgar Road just south of Canterbury Road in the suburb of Box Hill, Melbourne. The club's original red brick clubhouse has a modern extension, built in the earlier years of this century with funds from the Federal Government "Stimulus Package", and providing a spacious and For more information the club has a very comprehensive website at comfortable centre for their activities.

Local council regulations do not allow the use of i.c. powered boats on the lake but electric and steam powered craft are welcomed and share the facility with racing yachts and vintage sailing boats.

Some of the boats are of the ARF (Almost Ready to Float?) variety but modelling skills are still evident in the intricate construction of the many scratch built vessels with the degree of craftsmanship equalling that shown in the best of our aircraft models.

It's a very relaxed atmosphere when compared to the sometimes frenetic activity of some aircraft clubs and with the exception of the limited time periods for the operation of fast electric boats the craft travel around the lake in a sedate and controlled manner, generally observing the rules of the sea and the right-of-way of sail over power.

With little chance of damage, other than by a rare sinking, the boats have a much longer lifespan than our model aircraft, possibly providing a lifetime of enjoyment from the time spent building.

Like modellers the world over they are a friendly group and I can recommend spending an occasional sunny Sunday sitting by the lake at Surrey Park while being entertained by the model boating enthusi-

http://home.vicnet.net.au/~spmbc/



The operating jetty and recovery dinghy.

























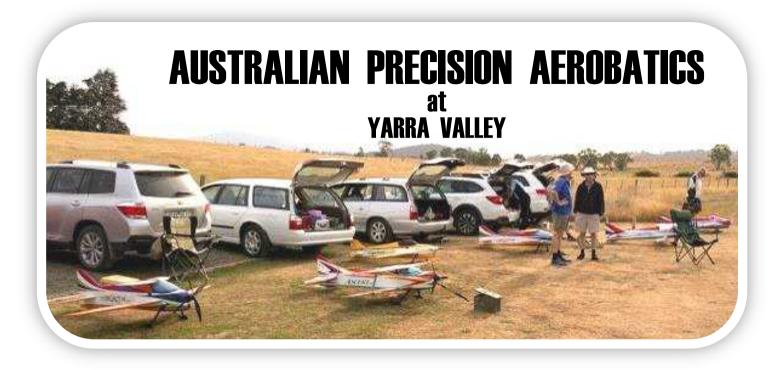












For the last few years the opening event of the Victorian Precision Aerobatics contest calendar has been held at the Yarra Valley club on Australia Day weekend. This year, after record temperatures across Melbourne, the event day cooled to a balmy 31° and attracted eleven entrants over four classes as follows.

Sportsman 1 Advanced 1 Expert 4 F3A 5

Under the direction of Henry Hutchinson, the VPA's tireless CD, proceedings got under way at 9:00am with a very slight southerly breeze, high cloud cover and a temperature of 20°. The competition was over four rounds with each class flying two rounds then repeating the process to complete four flights.

I was first up and as the only Sportsman contestant my aim was to achieve a promotion point for the Advanced Class. Similarly, Mario Schembri was the only competitor in Advanced so he was after a promotion point to get into Expert. Class. Looking at F3A competitions one doesn't feel so bad when at the end of the day you're presented with a 1st place certificate in an entry of one. The judges for the first three classes are made up of the F3A class contestants and when they fly the judges are drawn from the Expert class.

Lunch was at noon, by which time everyone had completed two rounds except for F3A that had only completed one. The skies had cleared and the temperature was slowly climbing up through the twenties. F3A commenced their second round with the temperature at 27°.

I had damaged my undercarriage on landing at the end of my second flight so I was done. In the Advanced Class, Mario flew his third round and had to leave for work. Expert Class flew their third and fourth round with David Creed suffering contra drive engine failure during his 3<sup>rd</sup> round and Norm Morrish calling 'time' half way through his third round flight when he was having difficulty seeing the model against the clear blue sky.

The light breeze varied through all compass points during the afternoon which required a little more thought with respect to rudder corrections during manoeuvres. It was all done and dusted by 3:30pm. A few observations — Peter Bailey, using a YS175CDI, was the only competitor with an I.C. powered model. There are a few others spread across the states but electric has now been the preferred powerplant for quite a while. There was one contra drive flown in Expert by David Creed who is reversing the current trend and has fitted his latest model with a YS.

I was the only competitor in Sportsman which may be a reflection of the current lack of "new" entrants in many R/C competitive events. This is a shame really as just about any model can be flown in Sportsman and if you watch your fellow clubmates at the field on any given Sunday most will happily throw their model through most of the manoeuvres required in Sportsman class.

There are plenty of F3A competitions throughout all states of our vast country, contact me at <a href="mailto:secretary@f3a.com.au">secretary@f3a.com.au</a> if you feel inclined to give it a go and I will point you in the direction of your local contact.

#### **RESULTS**

Sportsman		Bill Wheeler
Advanced		Mario Schembri
Expert	1 <sup>st</sup> 2 <sup>nd</sup> 3 <sup>rd</sup>	Daniel Wheeler (promotion point). Peter Bailey David Creed
F3A	1st 2 <sup>nd</sup> 3 <sup>rd</sup>	Russell Edwards Glenn Burgdorf Peter Hill

Bill Wheeler



Models in the pits.



Glenn Burgdorf placed second in F3A.



Norm Morrish flew in Expert Class with his biplane.



Russel Edwards with his F3A winner.



Peter Hill placed third in F3A.



Peter Bailey flew in Expert Class with the only i.c. powered model.



 $\label{eq:decomposition} \textbf{David Creed returns Henry Hutchinson's model to the pits.}$ 



Anthony Mott has built a new "Tedium 8" electric duration model after the total destruction of his previous model when the record attempt was terminated as the model struck a line of trees on the GMAC field boundary.

The new model has had a couple of test flights and is now ready for another attempt in the next few weeks.

The FAI in its wisdom has declared all previous electric flight duration records cancelled after they decided to make some changes to the rules so any flight time achieved will stand as the new record. Despite the open door that this decision has provided Anthony still has his sights set on exceeding the old record of 18+hours set by an American team and standing for some time prior to the rule changes.

The team is being rounded up once more for what will probably be Anthony's last Hurrah!



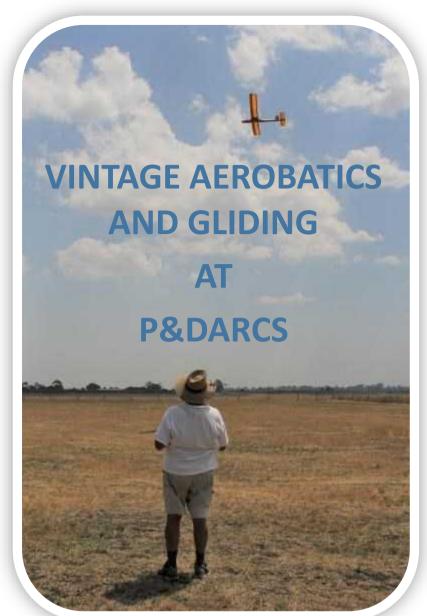
"Tedium 8" assembled and ready for flight.



Lift off from the dry strip at Greensborough.



Landing approach at the conclusion of a successful test flight.





The line up of vintage aerobatic models sitting in the shade.



The vintage gliders out in the hot sun waiting for their turn on the winch.

Following the change of date for this event I again made the long trip down to P&DARCS on the next weekend, catching up with the late morning and afternoon aerobatic and gliding events after spending the early part of the morning assisting Anthony Mott with his duration model at Greensborough. It was all a bit of a rush and I had to spend some time on the phone following up on details for this report.

The SAM 600 members had to forgo their Roy Robinson Memorial event when Sunday was declared a Fire Ban Day and flying was not allowed. This was probably not such a bad thing as everyone was a bit stressed after the hot Saturday and Sunday promised to be even hotter.

My late arrival meant that I missed the usual foam electric glider event which is a pity as the mass launch of these models is quite a spectacle.



Not one of my better photographs, Geoff Hearn with a HH "Super Skylark" control line model that has come into the ownership of Kevin Fryer.



"Super Kaos" by Fernando Monge.



"Super Kaos" half way through a roll.



"Squirrel" by Norm Morrish.



"Northerner" by Norm Morrish.



"Squirrel" by Henry Hutchinson.



David Nichols' Goldberg "Tiger 2".



"Phoenix" by Greg Hede.



Hanno Prettner "Calypso" by Cliff McIver.



Kevin Fryer's "Kane" glider is scaled up to 3.5m wingspan.



The enlarged "Kane" in flight.



Steep climb as the "Kane" is winched aloft.



Trevor Boundy's model of the Frank Zaic "Trooper"



A Dynaflite "Butterfly" converted to a glider by Phil Eagles.



Phil Eagles' "Butterfly' about to be launched.



Col Collyer's "Satyr" on tow. This model is a twice sized version of the original A2 glider.



Close up of the reproduction McCoy 60 in Kevin Fryer's "Cumulus". The ice cream stick is a critical part of the exhaust system.



Trevor Boundy with his 1940 design "Sailwing" flying wing glider. The model is twice original size at 2.54m wingspan.



The "Sailwing" in flight.





Brian Laughton's model of the "Fillon's Champion" glider.



"Fillon's Champion" about to launch.



"Fillon's Champion" in flight...



I went to P&DARCS field on the Australia Day weekend thinking that I would report on the annual vintage events programmed for that date.

It turned out that the event had been moved to the following weekend and it seemed that I had made the 70km trip from Eltham to Cardinia for nothing until Alan Foley produced his Cierva autogyro. I had already seen this model at the Scratch and Kit built event in early November and it was a good opportunity to photograph the model in flight.

After a few tentative attempts to get up to a ground speed at which the rotor could lift the model Allan managed to get airborne although it quickly became obvious that the model was a bit of a handful to fly.

After a couple of low circuits the model hit the ground sustaining some fairly severe damage which will require a considerable amount of work to make good.

It was a brave effort and on looking at Alan's other autogyro models (see heading photo) with their various control systems I'm sure that he will persist and try again to fly his challenging, but very nice model.



Alan's electric powered scale model of the Cierva C-36A Autogyro which is on display at Kermit Weekes' Fantasy of Flight Museum, Florida, USA. .



All set for take off with Andew Mysliborski on hand for support.

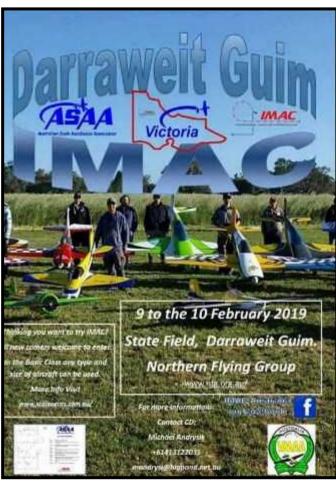


Airborne and looking like the real thing.



The nose down tight turn at low altitude that brought the model down.









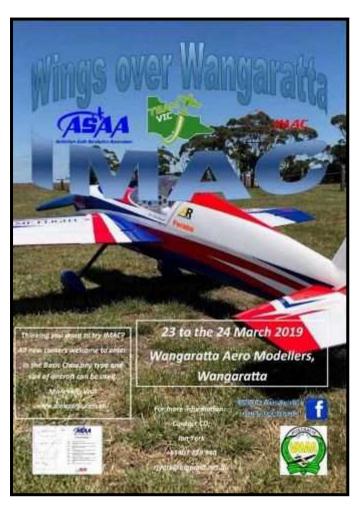




f you would like to arrive on the Friday that is no problem but please let us know

so we can have the field open for you. Contact Soc. Rod Mitchell 0423-964-781 or Prex Harry Knights 0429-848-461









#### WAGGA MODEL AERO CLUB

# 46TH ANNUAL MILITARY SCALE COMPETITION

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ONLINE PRE REGISTRATION AVAILABLE (PREFERRED)

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More information is available on our website at WWW.WAGGAMAC.ORG

#### Points of Information - WoW2 - Wings over Western Port 2018 - Open Day - 21st of April 2015 - Stephen Gray

WHO:
The Yassam Puri Model Arcost Chair (WPMAC) was transled in the worly 1990's and has a finking opening over hearty five years. Members by receiv and rail globe, sizes and styles, from reviceptors, Jets, Oxhan and Millsyr type extend at based on the red timp and ocurrilegious regions. The dubiness a membership of affects to grant and experience week. The clast can also bosed ambievement in World Reports and a junear World Champion is byten FSD many.

WPMAC will be noting the WWX2 - Open Cay at their local flying field, they will be assisted by many pions from local and not be local model attents cut in from pround the state.

The day also mackes the parkingships of many true community groups, including the CFA, HMAS Car borus. Ne Victorian Matrimo Contro. Chance Car Club, Mistorycle Outs, Weston Foot Coast Guard and the Behaving Scoot Chosp. This world is supported and scorporate by the Behaving & Disnet Stands of the Bendigo Rank.

C presents their second Open Day to the politic, called Wings over Western Port 2019 or Wolf?

WHERE: The airfield is located at 360 The Especiade, Cris Point, Victoria, 3619

WHICH: The Open Day will be beld on the 21st of April, Galor will be open to the public from 1004 to 1830.

Were:
To show one the sporthasting of RC Avoyat and to review other hand RC Hitemat groups, to provide a free event for the public and to generally an avarance sporting within the local community. To To make hand one to create evented from potential eventuors.

Plots who wish to periodicine may regione via WPOAC seleste, go to Open Day/Anshow Registration under the Contacts Monu - www.eproc.com.ou

Contact via email: Staphan Cray - WPMAC Secretary - accretary@eprinc.com.au

Other interest groups participating on the day.

+ The Victorian Armound Radio Control C

The VARICC meets since a month in Halam and is for enthusiasts of Radio Control Tents and military vehicles of all scales and actions. Loser Fag. Alph lare beliefing at 2/24th one 1/16th scales. Contact: Cary Thorpe : 0400 225 186

Haveong Model Boot Group.

We are a group of people after meet on the 10° Sanday of the routilit to sail model basis at Patierson Likes. We are not a debit bit a speak to that are no correspondent or capit and we take all lands of model basis. The only rules are that there is no 10 (Internal conduction) engines allowed.

We don't have a with page or a Sace basis page.

Compare Roupy or Stan. 10 \$1973-2226.

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Visib Rays - http://www.moritime.centra.com.cu/
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Hit Enseders Mathourne.

RC Crewiers Mathourne is a Radio Controlled risk crowler slide based in Melbourne with regular social get to specied. So in main interest in miniature 4 wheel deliving and in controlled challenges with regular competitions based artisant Victions. Vivi was taken prote in the build of our care raising from an exalistic serposation in appearance, installing working planeture, plate, singles asserts and make.

RC Gilder Airport	Practice	IMAC Practice	9am-Spm IMAC B,S,I,A,U.	9am-Spm IMAC B,S,I,A,U	9am-5pm IMAC B,S,I,A,U.	9am-5pm F3K R/C HLG, Open Thermal	9am-5pm F3K R/C HLG, Open Thermal	Reserve Day
RC Pattern Scale/Airport	Practice		9am-5pm F3A PATTERN Expert & Advanced, Sportsman	9am-5pm F3A PATTERN EXPERT & ADVANCED SPORTSMAN	9am-5pm F4C, F4H F4G Open and Clubman	9am-5pm F4C,F4H F4G Open & Clubman	9am-5pm F4C F4H F4G Open & Clubman	RESERVE DAY
Airport and AB Field	FSB and FSJ Practice on AB field	9am-6pm FSB and FSJ Glider AB field	9am-6pm FSB and FSJ Glider on AB Field	EOT to be advised	PYLON SETUP, PYLON PRACTICE	9am-11am Q500 12pm-2.30pm F3D 2.30-5.00pm F400 & F3T	9-11am Q500 12pm-2.30pm F3D 2.30-5.00pm F400 & F3T	F50
RC Heli Gun Club	Practice			PRACTICE	9am-5pm F3C SPORTSMAN, Adv/Exp F3N	9am-5pm F3C SPORTSMAN, ADVANCED. EXPERT. F3N	9am-5pm F3C SPORTSMAN, ADVANCED. EXPERT. F3N	RESERVE DAY
RC O/T AB Field	Practice	10am-1pm 1/2A Texaco 1.30pm-5pm STD Duration	1pm-5pm Duration	9.30am-10am Sport/Cabin SCRAMBLE 11am-5pm Texaco	10am-1pm Gordon Burford EVENT 1.30pm-5pm Nostalgia	10am-1pm 2cc DURATION 1.30pm-5pm '38 ANTIQUE,	10am-2pm Old Timer GLIDER	RESERVE DAY
FF AB Field	Practice Fun fly every day see CD daily	8am-2pm P30, F1J VIN RUBBER & GLIDER	8am12pm Vintage Power OPEN POWER	Sam-11am F4A SCALE Sam-2pm F1B	7.30-8.30am SCRAMBLE 9am-11am HLG, CLG,DLG 9am-2pm E 36	8am-2pm F1C, F1A Open Rubber	8am-2pm F1H, F1G OZ DIESEL	RESERVE DAY
CL Combat Redman	Practice	10am-5pm 1/2a COMBAT Slow Combat	8am-5pm Jnr Combat F2D Combat	8am-10.30am VINTAGE A T/R	9am-11am CLASSIC B T/R	8am-5pm VINTAGE COMBAT	Sam-Spm OPEN COMBAT	Reserve Day
CL Speed WW Airport	Practice	9am-1pm Combined/Jet Speed 1pm Junior 2.5cc Rat Race	9am-1pm F2C T/RACE Heats 1&2 Ipm Classic FAI T/R	11am-2pm F2C T/Race Heats 3&4 F2C Finals 2pm F2F T/Race	11.30am-5pm Open R/ Race, SNR 2.5cc R/Race	9am-11am Round 1&2 F2A SPEED GOODYEAR.	9am-11am Round 3&4 F2A SPEED 11am GOODYEAR 27sec/10 laps	Reserve Day
CL Aerobatic McAllister	Practice	9am-4pm F2B AEROBATICS ADV & EXP	9am-4pm F2B AEROBATICS ADV & EXP	9am-4pm F2B AEROBATICS ADV & EXP	9am-4pm F2B AEROBATICS ADV & EXP	Control line scale Demo/try /fly day	9am Classic Stunt	Vintage Stunt
Rega Centre FF/RC indoor	8am-5pm Registration	9am- O/Rubber Indoor fun fly	8-12pm FF Static judging 12-5pm Practice 6pm-9pm F1D,F1L 6-9pm	6pm-9pm IHLG,ICLG H/Rat, H/R Scramble Indoor fun fly	Last day to register Indoor fun fly	CLOSED	CLOSED	CLOSED
Social Events	Opening Ceremony Ind/ Stadium	Anzac Day DawnService			Swap Meet Auction 6- 9pm	6pm-7.00pm Night Scramble 7.30pm 8BQ AB field		Celebration dinner WW Services club
Date	Wed 24	7hu 25	Fri 26	Sat 27	Sun 28	Mon 29	Tue 30	Wed 1 May









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**CONTACT** 

David Anderson (03) 9803 5824

# **FOR SALE**

## **ENGINES AND TRANSMITTER**

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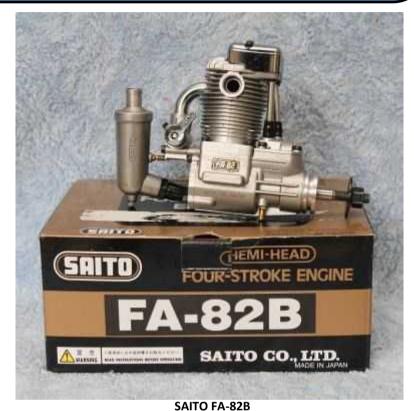
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