

Issue No. 56

AUSTRALIAN MODEL NEWS



February 2019

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**
- IMAC AT NORTHERN FLYING GROUP**
- 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**

National Aeromodelling and Aviators Society

Canberra ACT



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.



NAAS shower facility.



Dinner at NAAS.

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 .

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

John Armarego
President NAAS

NAAS AEROTOW 2018



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.

John Armarego



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



NAAS MAMMOTH SCALE FLY-IN 2018



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 1/4 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.





Cohuna

November 2018

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

MONTY TYRRELL MEMORIAL STUNT



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 Piccard. 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 John focused on correcting the poorer scoring manoeuvres of the first round to the detriment of some other previous respectable scores. In the triangles John 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 STUNT			EVENT SCORES				Total of 2 Flights			
	Contestant	EVENT SCORE	NOT USED	Round #1	Round #2	NOT USED	Final #1	Final #2	NOT USED	Final SCORE
1st	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	866.00	0.00	0.00	0.00	0.00	1656.00
3rd	John Goodge	1638.00	0.00	780.00	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.



**FREE FLIGHT SOCIETY
GRAND END-OF-YEAR SCALE DAY**

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.



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



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.



Don Bladier about to release his model.



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



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



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



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



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.



Sean O'Connor's model in flight.



David Sutherland preparing his stick model for the scramble.



David Sutherland's model in flight.



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



Tim Denyer flew in the scramble with his neat rubber 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.



Classic Airplane Day at TWIN CITIES MAC



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— quite 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.

AUSTRALIA DAY GALA

at
KNOX MAC



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.



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



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



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



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



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



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



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

RESULTS

		EVENT DETAILS					
	Contestant	EVENT SCORE	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.

SURREY PARK MODEL BOAT CLUB



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 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 enthusiasts.

For more information the club has a very comprehensive website at <http://home.vicnet.net.au/~spmbc/>



The operating jetty and recovery dinghy.







AUSTRALIAN PRECISION AEROBATICS at YARRA VALLEY



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 3rd 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 secretary@f3a.com.au 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 st	Daniel Wheeler (promotion point).
	2 nd	Peter Bailey
	3 rd	David Creed
F3A	1 st	Russell Edwards
	2 nd	Glenn Burgdorf
	3 rd	Peter Hill

Bill Wheeler



Models in the pits.



Russel Edwards with his F3A winner.



Glenn Burgdorf placed second in F3A.



Peter Hill placed third in F3A.



Norm Morrish flew in Expert Class with his biplane.



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



David Creed returns Henry Hutchinson's model to the pits.



WORLD DURATION RECORD ATTEMPT

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!



Lift off from the dry strip at Greensborough.



“Tedium 8” assembled and ready for flight.



Landing approach at the conclusion of a successful test flight.



VINTAGE AEROBATICS
AND GLIDING
AT
P&DARCS



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 Dynaflyte "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.



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



"Fillon's Champion" about to launch.



The "Sailwing" in flight.



"Fillon's Champion" in flight..

Allan Foley's

AUTOGYROS



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 Andrew 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.



Control Line Day
At GMAC
Saturday February 9 2019
10 am to 2pm
BBQ lunch available
Visitors welcome



Yarrambat Park
Van Yearn Road




GMAC is celebrating 50+ years. As part of this we are running a Control-Line Exhibition and "Have a Go" day with some of the best Victorian pilots demonstrating as well as a few of us "not so skilled" having a go. If you have a CL plane in the shed bring it along! (R/Crunway still operates)

To assist catering plans please RSVP to secretary@gmac.org.au





Darraweit Guim

IMAC

9 to the 10 February 2019
State Field, Darraweit Guim.
Northern Flying Group

Thinking you want to try IMAC?
If new comers welcome to enter in the Basic Class any type and size of aircraft can be used.

More info visit
www.statefields.com.au/

For more information visit
Contact CD:
Michael Andrysiak
+61 413 122033
m.andrysiak@hugoboss.net.au




45th LEURA FUN-FLY

Corangamite Model Aircraft Club

Situated at CAMPERDOWN RACECOURSE

SATURDAY 23rd AND SUNDAY 24TH
FEBRUARY 2019






BBQ & REFRESHMENTS AVAILABLE
Entry by gold coin donation ALL Welcome

Contact: Foster 0428 390 965 , Peter 0413 476 818
Greg 0488679008 MAAA rules Apply



IS PROUD TO PRESENT ITS...

TRAWALLA ANNUAL FLY - IN

SUNDAY MARCH 10th, 2019. 10am-3pm

- REMOTE CONTROLLED AIRCRAFT DEMOS
- WIDE VARIETY OF MODEL AIRCRAFT
- PILOTS AND VISITORS WELCOME
- SNACKS & DRINKS AVAILABLE
- LOLLY DROPS FOR THE KIDS



ADMISSION BY GOLD COIN DONATION

All Pilots must be MAAA members.
No flying if Total Fire Ban declared.

FIELD LOCATION
CHURCH RD, TRAWALLA (off the Western Freeway)
(Google Maps "RC FLYING FIELD")

BRMFC.ORG.AU  or Google  BRMFC



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March 9-10-11

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Warrnambool Model Aircraft Club Fun-Fly Weekend

Sat/Sun 16th and 17th March 2019

We have smooth grass runways 280ft long suitable for all types of models, large or small.
All modellers and model types most welcome.
Free camping is available at the field with hot showers.
Food and drinks will be available at the field.
\$5 entry for pilots which gives you a ticket in the club raffle.
Public entry will be by gold coin donation.

NOTE: Entry this year is from Officers Lane!






If 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 Sec. Rod Mitchell 0423 964 781 or Pres. Harry Knights 0429 848 461




P&DARCS

1 Lake Street, Warrnambool, Victoria 3240

Monty Tyrrell Memorial Scale Rally – Sunday March 24th 2019

Field Location: Warrnambool, Cardiffs (50K East of Melbourne) VIC



All Scale Aircraft welcome. ARF, Kit built does not matter. Just come.
Excellent Trophies & Lucky Draw Prizes

P&DARCS have excellent facilities, including long and wide grass runways and several 12 and 240-volt electric charging stations.

Tell your friends to come and see some great model aircraft.

- Flying starts at 9:00am.
- No documentation required – just fly and have fun.
- Bring lots of petrol, any power type, jet, scale.
- MAAV cards and Model Permits must be sighted.
- Catering is available.
- Not with with www.pdarc.com.au for information & entry forms.
- Please note, dogs, even on a leash, NOT allowed at field.

Come for a great days flying at a great field.
\$5 per car entry/registration fee for pilots and spectators

Wings over Wangaratta






Thinking you don't fit by IMAC?
All new comers welcome to join in the Basic Category type and size of aircraft can be used.

23 to the 24 March 2019
Wangaratta Aero Modellers, Wangaratta

For more information: www.asaa.com.au or www.imac.org.au

Wangaratta Aero Modellers
Wangaratta

For more information: www.asaa.com.au or www.imac.org.au

Wangaratta Aero Modellers
Wangaratta




VMAA Trophy Weekend

06 to 07 April 2019

The aim of the event is to encourage Association Clubs to have a go as a team over the two days. The event has the emphasis on fair play, maximum fun and competition. Junior pilots are encouraged to be part of a team and enjoy some competition.

The Trophy weekend has been modified to eleven (11) events. All rules have been reviewed for the 2019 competition.

The Trophy rules make it fair for smaller Clubs to have a go with a good chance of doing well against bigger Clubs. Enter as many events as you can. Your best six of the ten events will count.

A pilot can compete in two events only but can "assist" other pilots in other events. (All Clubs will be asked to provide officials for judging or time-keepers for some events.)

New—Ring in Flyer for teams. Not enough Club Members, why not enter a Composite VMAA Team. Rules and conditions for Trophy Weekend will be posted on the VMAA Website. www.vmaa.com.au

The event will be held at **Stoke Field Danawit, Geelong, Vic.** Catering provided both days with camping facilities available.

ENTRIES CLOSE: Midnight, Sunday 21 March 2019.

Trophy Events:

- Helicopter (Timed event)
- Bomb Drop
- Fun Scale
- Helicopter (Timed event)
- Thermal Soaring
- Scale Aerobatics
- Electric Glider
- Fun Fly
- Sports Limbo
- Musical Landings
- Combat



If you need further information, please contact the VMAA CD: Joe Finocchiaro on Mobile: 0418 878 168, email contestdirector@vmaa.com.au



WAGGA MODEL AERO CLUB PRESENTS

46TH ANNUAL MILITARY SCALE COMPETITION

Bring the family for a great day out!



**FRIDAY, SATURDAY & SUNDAY
26TH 27TH & 28TH APRIL 2019**

**SCALE RADIO CONTROLLED MODELS
FLYING FROM 9.00AM – 4.30PM**

DAILY CANTEEN FACILITIES

**NON POWERED CAMPING SITES
SHOWER AND TOILET FACILITIES**

ONLINE PRE REGISTRATION AVAILABLE (PREFERRED)

15KMS SOUTH OF WAGGA ON THE OLYMPIC HWY

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

OPEN DAY

Wings over Western Port - 2019

WOW2

Gold Coin Donation to the Scouts



We need YOU!

Sunday 21st of April from 10.00 am

Join the Western Port Model Aircraft Club and other clubs demonstrating different types of Radio Control models, Planes, Boats, Tanks, Cars, Crawlers, as well as other local interest group's, including the Maritime Centre, HMAS Cerberus, the CFA, Historical Vehicles, Coast Guard & the Scouts.

350 The Esplanade, Crib Point, 3919 - Mel Ref: 165/CS www.wpmac.com.au
See last year's event - Youtube - Wings over Western Port 2018

The community event is proudly sponsored by:

Balmarring & District Community Bank Branch **Bendigo Bank**

Points of Information - WOW2 - Wings over Western Port 2019 - Open Day - 21st of April 2019 - Stephen Gray

- **WHO:**
The Western Port Model Aircraft Club (WPMAC) was founded in the early 1960's and has a history spanning over twenty five years. Members fly model aircraft of all types, sizes and styles, from Helicopters, Jets, Civilian and Military type aircraft all based on the real thing and sounding just as good. The club has a membership of almost 100 and a diverse range of age groups and experience levels. The club can also boast achievements in World Records and a Junior World Champion in a pin F3D racing.

WPMAC will be hosting the WOW2 - Open Day at their local flying field, they will be assisted by many pilots from local and not so local model aircraft clubs from around the state.

As well as aircraft on display, there will members from other Radio Control hobbies, showcasing and demonstrating their models such as RC Tanks, RC Cars, RC Crawlers, and RC Boats.

The day also involves the participation of many local community groups, including the CFA, HMAS Cerberus, the Victorian Maritime Centre, Classic Car Club, Motorcycle Club, Western Port Coast Guard and the Balmarring Scout Group. This event is supported and sponsored by the Balmarring & District Branch of the Bendigo Bank.
- **WHAT:**
WPMAC presents their second Open Day to the public, called Wings over Western Port 2019 or WOW2.
- **WHERE:**
The airfield is located at 360 The Esplanade, Crib Point, Victoria, 3919.
- **WHEN:**
The Open Day will be held on the 21st of April. Gates will be open to the public from 1000 to 1600.
- **WHY:**
To showcase the sport/hobby of RC Aircraft and to involve other local RC interest groups, to provide a free event for the public and to generate an awareness/profile within the local community. To raise funds and to create interest from potential members.
- **Pilot Registration:**
Pilot's who wish to participate may register via WPMAC website, go to Open Day/Anzhow Registration under the Contact Menu - www.wpmac.com.au
- **Contact via email:**
Stephen Gray - WPMAC Secretary - secretary@wpmac.com.au

Other interest groups participating on the day:

- **The Victorian Armoured Radio Control Club:**
The VARRCC meets once a month in Hellen and is for enthusiasts of Radio Control Tanks and military vehicles at all scales and includes "Last Day" style tank battling at 1:24th and 1:16th scales.
Contact: Gary Thorpe - 0408 225 116
- **Balmarring Model Boat Group:**
We are a group of people who meet on the 3rd Sunday of the month to sail model boats at Patterson Lakes. We are not a club but a group and there are no competitions or costs and we take all kinds of model boats. The only rules are that there is no IC (Internal combustion) engines allowed.
We don't have a web page or a face book page.
Contact: Robey or Brian - 03 9773 3226
- **Victorian Maritime Centre:**
Victorian Maritime Centre run by Western Port Ocean Association at Crib Point
A Maritime Museum with artifacts from the RAN, Royal Australian Navy and the Merchant Navy in Australia includes HMAS Otama Submarine & Historic Port Phillip Pilot vessel *MV Wynia*.
Web Page: <http://www.maritimecentre.com.au/>
Face book: <https://www.facebook.com/victorianmaritimecentre/>
- **RC Crawlers Melbourne:**
RC Crawlers Melbourne is a Radio Controlled rock crawler club based in Melbourne with regular social get togethers. Our main interest is miniature 4 wheel driving and to conduct challenges with regular competitions based around Victoria. We also take pride in the build of our cars making them as realistic as possible in appearance, installing working winches, lights, engine sounds and more.
Face book: <https://www.facebook.com/RCRCrawlersMelbourne/>

71st MAAA Nationals Championships – Program

Annex A

Date	Social Events	Rego Centre FF/RC Indoor	CL Aerobatic McAlister	CL Speed WW Airport	CL Combat Redman	FF AB Field	RC O/T AB Field	RC Helii Gun Club	Airport and AB Field	RC Pattern Scale/Airport	RC Glider Airport
Wed 24	Opening Ceremony Ind/ Stadium	8am-5pm Registration	Practice	Practice	Practice	Practice Fun fly every day see CD daily	Practice	Practice	F5B and F5J Practice on AB field	Practice	Practice
Thu 25	Anzac Day Dawn/Service	9am- O/Rubber Indoor fun fly	9am-4pm F2B AEROBATICS ADV & EXP	9am-1pm Combined/Jet Speed 1pm Junior 2.5cc Rat Race	10am-5pm 1/2a COMBAT Slow Combat	8am-2pm P30, F1J VIN RUBBER & GLIDER	10am-1pm 1/2A Texaco 1.30pm-5pm STD Duration	9am-6pm F5B and F5J Glider AB field	9am-6pm F5B and F5J Glider AB field	IMAC Practice	IMAC Practice
Fri 26		8-12pm FF Static judging 12-5pm Practice 6pm-9pm F1D, F1L 6-9pm	9am-4pm F2B AEROBATICS ADV & EXP	9am-1pm F2C T/RACE Heats 1&2 1pm Classic FAI T/R	8am-5pm Jnr Combat F2D Combat	8am-12pm Vintage Power OPEN POWER	1pm-5pm Duration	9am-6pm F5B and F5J Glider on AB Field	9am-6pm F5B and F5J Glider on AB Field	9am-5pm F3A PATTERN Expert & Advanced, Sportsman	9am-5pm IMAC B,S,I,A,U.
Sat 27		6pm-9pm IH/LG, ICLG H/Rat, H/R Scramble Indoor fun fly	9am-4pm F2B AEROBATICS ADV & EXP	11am-2pm F2C T/Race Heats 3&4 F2C Finals 2pm F2F T/Race	8am-10.30am VINTAGE A T/R	8am-11am F4A SCALE 8am-2pm F1B	9.30am-10am Sport/Cabin SCRAMBLE 11am-5pm Texaco	PRACTICE	EOT to be advised	9am-5pm F3A PATTERN EXPERT & ADVANCED SPORTSMAN	9am-5pm IMAC B,S,I,A,U..
Sun 28	Swap Meet Auction 6- 9pm	Last day to register Indoor fun fly	9am-4pm F2B AEROBATICS ADV & EXP	11.30am-5pm Open R/ Race, SNR 2.5cc R/Race	9am-11am CLASSIC B T/R	7.30-8.30am SCRAMBLE 9am-11am HLG, CLG, DLG 9am-2pm E 36	10am-1pm Gordon Burford EVENT 1.30pm-5pm Nostalgia	9am-5pm F3C SPORTSMAN, Adv/Exp F3N	PYLON SETUP, PYLON PRACTICE	9am-5pm F4C, F4H F4G Open and Clubman	9am-5pm IMAC B,S,I,A,U.
Mon 29	6pm-7.00pm Night Scramble 7.30pm BBQ AB field	CLOSED	Control line scale Demo/try /fly day	9am-11am Round 1&2 F2A SPEED GOODYEAR.	8am-5pm VINTAGE COMBAT	8am-2pm F1C, F1A Open Rubber	10am-1pm 2cc DURATION 1.30pm-5pm '38 ANTIQUE,	9am-5pm F3C SPORTSMAN, ADVANCED, EXPERT, F3N	9am-11am Q500 12pm-2.30pm F3D 2.30-5.00pm F400 & F3T	9am-5pm F4C, F4H F4G Open & Clubman	9am-5pm F3K R/C HLG, Open Thermal
Tue 30		CLOSED	9am Classic Stunt	9am-11am Round 3&4 F2A SPEED 11am GOODYEAR 27sec/10 laps	8am-5pm OPEN COMBAT	8am-2pm F1H, F1G OZ DIESEL	10am-2pm Old Timer GLIDER	9am-5pm F3C SPORTSMAN, ADVANCED, EXPERT, F3N	9-11am Q500 12pm-2.30pm F3D 2.30-5.00pm F400 & F3T	9am-5pm F4C F4H F4G Open & Clubman	9am-5pm F3K R/C HLG, Open Thermal
Wed 1 May	Celebration dinner WW Services club	CLOSED	Vintage Stunt	Reserve Day	Reserve Day	RESERVE DAY	RESERVE DAY	RESERVE DAY	F5D	RESERVE DAY	Reserve Day

Twin Cities Model Aero Club
12th Annual Autumn Scale Rally
Albury
May 3rd 4th & 5th 2019

Autumn is the perfect time to visit the Birdcatcher region and fly in ideal weather conditions. This is a no competition rally open to all Scale Models, including AOPA and Non Builders of the model engines, air taxis, etc. along with all other scale models. If it looks like you will fly. Current MCP certificates will need to be sighted for models exceeding 7kg.

Contact David Ballfair 0407953003
 davidballfair@bomand.com
 Central Reserve Rd Eitamogah 36.007387 146.964953

MITCHELL FIXED WING AERO CLUB Inc
 Invite you to our
BIPE & BUSH PLANE FLY IN

TO BE HELD ON SUNDAY MAY 5th 2019

10am Start. Gate is open at 8am for early starters. The field is open from 9am on Sat if you want to stay at the field overnight. Please ring Barry for more info.

Bring your plane, Bring your seat. & Bring your friend. 10am start. Gate open 8am

Food and Drinks Will Be On Sale

FREE ENTRY FOR ALL COMPETITORS. AS MANY PLANES AS YOU LIKE. must be MAAA Registered Pilots.
 Contact: Barry Dunn. 03 5792 1017.
 Mob: 0401 359 918
 clearprodpude@gmail.com

Our field is located at 470 Seymour Toobarac Road Hilldene Vic. (Between Seymour and Puckapunyal)
 Map on website. www.mfwac.com

For Sale
Going electric

Cub 88in wing span with 90 4 stroke glow motor in good condition \$350 ono

Big Stik 82in wing span with near new OS 33 gas engine has opto remote cut out. Stik is a bit patched up but flies well, no crashes with OS 33 \$450. ono

Ron Hammond 0418578110

WANTED TO BUY

Australian made model engines other than Sabre, Taipan or Glow Chief for aircraft or tethered cars.

Contact Douglas on Mob: 0423 471 434 or by email at dug222@hotmail.com

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RICOCHET "SPORT"

2.5m wingspan.

White gel coat fibreglass fuselage.

Balsa covered foam core wings.

Never flown, still in box.

Price: \$220



Carl Goldberg SUKHOI SU26MX

1.8m wingspan.

Will suit a 120 four stroke.

Complete kit, still in box.

Price: \$250



Airsail AUSTER AOP9

1.9m wingspan.

Will suit a 90 four stroke.

Complete kit, still in box.

Price: \$125

CONTACT

David Anderson (03) 9803 5824

FOR SALE

ENGINES AND TRANSMITTER

CONTACT: JOHN LAMONT

Home: 94310044, Mobile 0415384823, Email: jlamont2@bigpond.com



OS BGX-1

A used engine in very good condition.

\$250



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A used engine in good condition.

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SAITO FA-82B

A used engine in very good condition.

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