

Issue No. 58

AUSTRALIAN MODEL NEWS



June 2019

From the Editor

Another of our veteran modellers was lost with the passing, in April, of Barrie Reaby. Barrie was a keen scale modeller right to the end and while his flying had diminished over the last few years he was still busy building models to be flown by his son Brett. He will be missed by his many friends who enjoyed the company of Barrie and Pat at weekend gatherings at Rosebud and the evenings spent socialising in their motel room when attending country flying events.

I missed the Nationals this year. I had booked a room at West Wyalong for the duration of the event but I'm afraid that long solo trips and long hours on the flying field are getting a bit harder these days and I reneged at the last minute.

I did go to Albury for the Autumn Scale Rally at Twin Cities MAC and this was another very successful event despite the poor weather forecast for that weekend.

Thanks to all who contributed to this issue. It's been a busy couple of months on the model flying scene with fine weather through April and May. I'm still looking for reports and photos from events in other states (and from New Zealand) and always appreciate any help forthcoming from outside Victoria.

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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<https://sites.google.com/view/australian-model-news/home>

On the Cover

Frank Battam's control line Yak 55 performing in the F2B Aerobatics event at the Victorian State Championships.

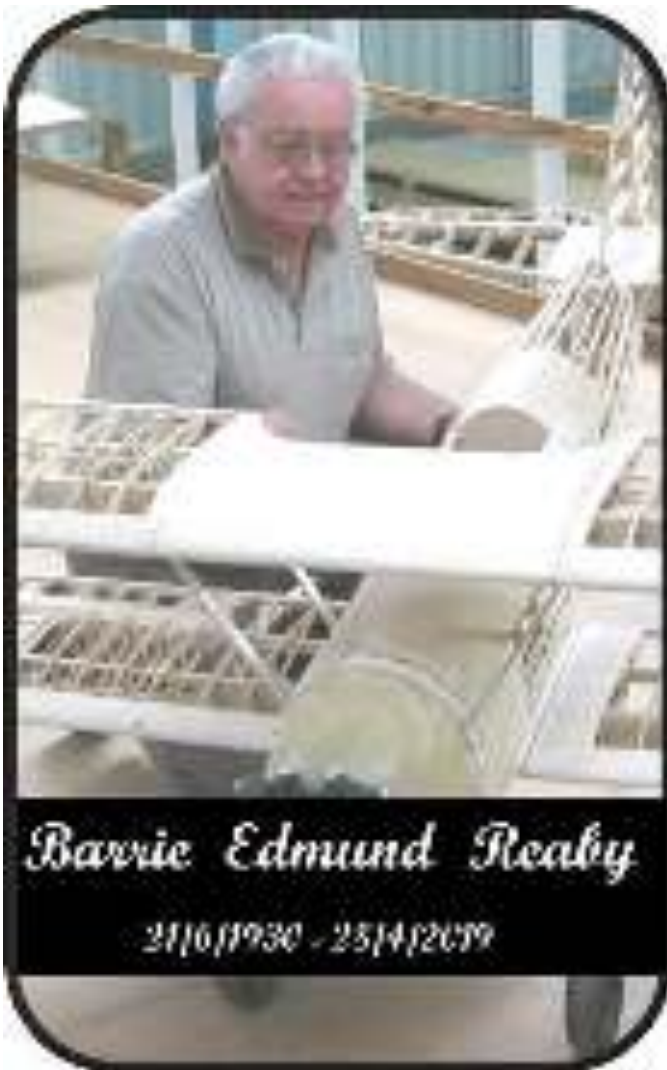
Contents

3. **BARRIE REABY 1930 - 2019**
4. **VMAA TROPHY 2019**
9. **WINGS OVER WESTERN PORT**
15. **VICTORIAN CHAMPIONSHIPS CONTROL LINE AEROBATICS**
18. **APA TRANS TASMAN 2019**
20. **APA MASTERS AND WORLD CUP 2019**
23. **TWIN CITIES AUTUMN SCALE RALLY 2019**
30. **DAVID BALFOUR'S VICKERS 61 VULCAN**
31. **OMP SCANNER CHALLENGE 2019**
32. **ALAN FOLEY'S AUTOGYROS**
33. **SAM 600 1/2A ELECTRICS AT VARMS**
36. **MID-MAY MUSTER AT BAIRNSDALE MAC.**
37. **SLOPE SOARING AT CAMPERDOWN**

COMING EVENTS

ARARAT & DISTRICT FLOAT FLY AT LAKE BOLAC

WARIALDA FUN - FLY



The company entered the then new field of electronics and developed a solution for these compressor power failures. This same product that Barrie developed some fifty years ago is still specified and used around the world.

Barrie and Pat were very keen on travelling and would regularly head off overseas on all kinds of adventures; there is not much of the globe that they did not explore. Barrie was also a keen family man and generous in so many ways with his time and money. He loved nothing more than a big family get together and this last Christmas saw the whole family together at his place.

In the last few years of his life Barrie faced some challenges. In 2013 he lost Pat, his partner of almost sixty years and this was perhaps the greatest change that life threw at him. In recent times Barrie also had some medical problems but through all this he managed to come up smiling. He was in good spirits in his last weeks, looking forward to what life had to offer and actively planning a trip to Cairns.

Parallel to his business operations Barrie had many interests. He sailed a 24-ft trailer-sailer for many years and also rekindled his childhood interest in building and flying model aircraft. He became active in model aircraft clubs and competition and for the last twenty years model aircraft flying became his major passion, his house in Black Rock is full of model aircraft of all shapes and sizes.

Barrie's was a life well lived, and one that leaves a legacy of which he can be very proud.

Barrie was born in June 1930 in Middle Park to Edmund and Rita Reaby. His father Edmund was a salesman and Rita was a stay-at-home housewife. Barrie left school and went into a refrigeration apprenticeship in 1947 with Warburton Frankie. His interest in refrigeration led him to continue study at night school and become a qualified engineer. Warburton Frankie was bought out by Frigrite, a national based company, and Barrie rose quickly through the Frigrite ranks to become national sales manager.

Barrie met Pat at one of the many dances they attended and at the same time developed a keen interest in sailing. He joined the Black Rock yacht club and sailed Sharpie yachts. In 1954 Pat and Barrie bought a block in Beaumaris where they built a home and raised three children Brett, Leigh and David.

Work for Barrie had become very intense in the 1960s, he was travelling across Australia non-stop and his boss was a bit of a tyrant. By the end of the 60's Barrie had had enough and decided to start his own business, which he called 'Reaby Refrigeration'. Reaby Refrigeration installed refrigeration equipment into supermarkets and other projects, buying the cabinets from Frigrite in Australia.

The company was successful as Barrie and Pat worked together in the business running a team of mechanics. With his eye always out for opportunities, he identified a vexing problem in refrigeration compressors that led motors to burn out and cause power failures.





The winning team from the Pakenham and District Aircraft Radio Control Society (P&DARCS).



Clipped-wing Piper J3 Cub flown by Shane Hollingworth of the Mitchell club.



Bücker Jungmeister flown by



Boeing PT-19 Stearman flown by Paul Mitchell of the Latrobe Valley club.



Bruce Bryant flew his Decathlon for PARCS in Fun Scale.



ERCOPE 415 flown by Tim De Haan of the Yarra Valley club.



Michael Andrysik flew in Scale Aerobatics for the Mitchell club.



Cliff McIver flew for P&DARCS in Scale Aerobatics.



Dave Lewis flew for Latrobe Valley in Scale Aerobatics.



Paul Mitchell flying for Latrobe valley in the Heli/Drone Limbo event.



Noellie Sartorio was the winner For P&DARCS in the Heli/Drone Limbo event.



Greg Lepp flew for Northern Flying Group in the Helicopter event



The Combat event was fast and furious, the final tally was two streamers cut and four models crashed.



Steve Malcman flying for P&DARCS in the Thermal Glider event.





Stephen Axford about to launch for GMAC.



The GMAC glider on tow.



Balint Banko flew for P&DARCS in the Electric Glider event.



The Mitchell club preparing to fly in the Electric Glider event.



Colin Kahn flying for PARCS in the Limbo event.



Dete Haas ready to fly for Northern club in the Electric Glider event.



A close finish in the second round of the Bomb Drop.



The finalists in the Musical Landing event on their final approach.



2019 VMAA Trophy Team Results

VMAA Rules

The best 6 of 11 events to count

Judges receive an extra 1.0 pt for 1st, 1.0 pt for 2nd & 1.0 pt for 3rd and will be added to overall team score



CEFB	RC 1st/2nd	RC 3/4/5/6	Free Fly	Free Solo	Scale Aero	Thermal Glider	Electric Glider	Power Landing	Model Landings	Bomb Drop	Helicopter	Score of the Best 6 Events	Points	Team Score	Team Place
PADDOCT	1	0	0	2	2	0	0	4	1	0	0	11	20	24.0	1
LYMME	0	0	0	0	1	0	0	0	0	0	0	0	0	5.0	2
NSC	2	1	2	0	0	0	4	0	1	4	0	20	0	18.0	3
LYMME	4	0	0	4	0	1	1	0	0	4	0	27	0	27.0	4
PANOS	0	0	1	1	0	4	0	4	0	0	0	20	0	18.0	5
VADOC	0	4	0	0	0	0	0	1	1	0	0	2	0	24.0	6
LYMME	1	0	0	1	4	1	1	1	1	4	0	17	0	17.0	7



2019 VMAA Trophy Trophies

Individual Wins & Placings



Event	1st	Club	2nd	Club	3rd	Club
Helicopter Landing	Paul Walker	PADDOCT	Greg Lamb	NSC	Geoff Wiers	PADDOCT
Control	James Lamb	PANOS	Paul Walker	LYMME	Michael Anthon	NSC
Free Fly	Mike Lamb	LYMME	Greg Lamb	PADDOCT	James Lamb	NSC
Free Solo	Paul Walker	LYMME	Paul Walker	NSC	Mike Lamb	NSC
Thermal Glider	Brian Caporna	VADOC	Greg Lamb	PADDOCT	Mike Lamb	PANOS
Electric Glider	Mike Lamb	LYMME	Mike Lamb	NSC	Mike Lamb	NSC
Power Landing	Michael Anthon	NSC	Greg Lamb	LYMME	James Lamb	PANOS
Scale Aerobatics	Michael Anthon	NSC	Michael Lamb	NSC	Paul Walker	LYMME
Sports Limbo	Paul Walker	PADDOCT	Mike Lamb	NSC	Mike Lamb	PANOS
Bomb Drop	James Lamb	VADOC	Bye-Landings Club Cuba Khan (Club)	NSC	NSC New Winch (NSC) Greg Lamb (NSC) Anthony Walker (NSC)	LYMME NSC
Helicopter Landing	Geoff Wiers	PADDOCT	Paul Walker	LYMME		



The Western Port Model Aircraft Club presented its second open day to the public on Sunday the 21st of April 2019. The intention was to bring a collection of like minded hobbyist's together in one place for one day as an appreciation of all things Radio Control and to share this appreciation with the general public, giving them an insight into our hobbies.

All types of aircraft were represented with a fantastic range of helicopter's and fixed wing aircraft on display to the public, both in the air and on static display.

Pilots attending were from NMAA, PARCS and WPMAC. We also had the pleasure of other hobby enthusiasts, represented by the Illawong Model Boat Club who put on a display of finely intricately detailed model vessels, the South Eastern Radio Control Car Club who joined us for the first time, Vic Armour with their RC tanks, and members of Patterson Lakes Radio Model Yacht Club.

We also had the support of the local CFA, the Western Port Coast Guard, the Mornington Wanderers Branch of the Ulysses Motorcycle Club with a great show of bikes and the Mornington Peninsula Histori-

cal Vehicle Club as well as a display by HMAS Cerberus and the Robotics Club with their mobile camera drone.

A special mention has to go to the Balnarring Scout Adventurers Group for dealing with the car parking, and it is reported that the support they received from the general public exceeded their expectations.

The commercial sector was represented by our friends at Addies Hobbies and RAB Hobbies who presented their wares to the community and generated considerable interest from the public.

During the day we had a food vender with some of the best calamari and a Cafe2u vender, a sausage sizzle and raffles to the public. The general consensus is that attendance by the general public exceeded expectations and all feedback has been positive.

In conclusion the Committee of WPMAC would like to extend our heartfelt thanks to all who attended and participated in this years WoW2 event. A huge thanks also to the Balnarring Branch of the Bendigo Bank for their generous support of this local community event.















This event was scheduled for Saturday and Sunday over the Easter break and with fine and mild conditions on Saturday the Vintage event was completed together with two rounds of F2B. Unfortunately Sunday brought strong winds and with most not wanting to risk their aircraft the remaining rounds of F2B were cancelled together with the Classic event.

Entries for all aerobatics events were low this year with Murray Howell and Frank Battam the only representatives from NSW but there was still an array of nice models and plenty of excellent flying.

Vintage Stunt had some well proven models, including a very authentic Gambler / Fox .59 combination from John Goodge. David Nobes demonstrated good flying skills to take his Jamison Special / Atwood .49 to first place, with Ken Maier in second with his Fox .35 Ringmaster.

Reeve Marsh had a few problems with his Enya .35 powered Hearn's' Hobbies Demon and ended up crashing out.

MAAA VINTAGE STUNT			EVENT DETAILS				
	Candidate	Total Score	Start	Flight 11	Flight 12	Model	Motor
1st	David Nobes	458.35	775.00	222.00	249.00	Jamison Special	Atwood 49
2nd	Ken Maier	422.50	745.00	260.00	217.50	Ringmaster 35	Fox 35
3rd	John Goodge	388.35	775.00	203.00	212.00	Gambler	Fox 59
4th	Reeve Marsh	214.35	800.00	200.00	8.00	Enya	Enya 35



David Nobes' Vintage winning Jamison Special powered by an Atwood 49.



David and assistant Peter Byrne.



David Nobes' Jamison Special in flight.



The Jamison Special is a popular choice in the Vintage event.



John Goodge's Gambler powered by a Fox 59.



John's Gambler is a large model and very impressive in flight.



Ken Maier flew a Ringmaster S-1 powered by a Fox 35.



Ken's Ringmaster is quite fast.



Ringmaster in flight.



Reeve Marsh's Hearn's Hobbies Demon powered by an Enya 29.

F2B was scheduled as two rounds on each of Saturday and Sunday, but the weather on Sunday proved unsuitable for further aerobatic

flying so the result was determined by the best of the Saturday scores, with Murray Howell coming out on top.



Frank Battam's Yatsenko Yak 55.



John Goodge's Shark 45 powered by a Stalker 51.



Murray Howell's F2B winning electric powered Yatsenko Shark Ellipse.

F2B Aerobatics			EVENT SCORES				Round 2 - Round 2 Flyer			
Place	Contestant	TOTAL SCORE	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Final SCORE
1st	Murray Howell	819.00	2.00	1380.00	1380.00	0.00	0.00	0.00	0.00	801.00
2nd	Frank Battam	663.33	0.00	893.33	893.33	0.00	0.00	0.00	0.00	663.33
3rd	Mark Elling	445.75	0.00	891.50	891.50	0.00	0.00	0.00	0.00	445.75
4th	John Goodge	327.75	0.00	724.50	724.50	0.00	0.00	0.00	0.00	327.75



The 2019 Trans Tasman event for F3A was held at the Tin Can Bay Model Aero Club in Queensland. A 2000km drive from Melbourne saw us arrive at mid-afternoon on Wednesday. It was not as humid as I had expected and the temperature was around 30°. We were booked into an Air B-n-B at Rainbow Beach some 30kms from the field and it was magnificent! Well done Daniel.

Friday was to be the first day of practice and, although the event was held at Tin Can Bay, other clubs had opened their fields for practice. With about twenty people practicing at the TCB field, flying progressed smoothly through the day.

We had fifteen entrants in the F3A class, which included pilots from Germany and Holland who were here for the Masters the following week. The Trans Tasman teams in the F3A class comprised four each for Australia and New Zealand, and the same for the A18 (Expert) class from a total of fourteen entrants in this class. The pilots sorted themselves into an order to ensure everyone flew through the day.

Trans Tasman Teams



Contest Director Simon Atkinson.

Simon Atkinson was the CD for the event and wanted an 8:30am start on Saturday. Due to the class numbers and the concentration required the judges had a 10min break after every seventh flight. The event started with two rounds of F3A, which were completed by 1:30pm. With time tight to complete two rounds of A18 by sunset flying ceased after one round and was set to resume on Sunday morning at 6:30am with rounds 2 and 3 of A18.

Many of the competitors were camping at the field or staying only five minutes away in TCB so the start time was not an issue. Daniel and I arrived at the field at 6:15am where David and Aaron Garle already had breakfast underway. James McAllen was also busy waking up the Notomatics scoring system and at 6:35am we were flying. Through the day we completed two rounds of A18 and rounds 3 and 4 of the F3A P19 schedule.

The Notomatic scoring system allows contestants to log-in to the system and review their score as soon as it is validated by the judges, which gives you a good idea as to how you are placed throughout the competition. To keep everyone on their toes, James McAllen locked everyone out of the system at Sunday lunchtime so that scores and placings could no longer be assessed.



New Zealand - Brian Dooley, Hamish Galloway, Frazer Briggs, Andrew Palmer, John Knox, Ewan Galloway, Andrew Stiver, Paul Tomlinson.



Australia - Jason Arnold, Peter Penissi, Russell Edwards, Scott Kay, Daniel Wheeler, Gavin Fitz-Henry, Michael Haines, Artur Uzieblo.



The judges with their Notautomatic electronic scoring devices.

Monday flying started at 6:30am with rounds 4 and 5 of A18 and two rounds of the F3A F19 schedule for the top six place getters in F3A to fly off for their final placings. This would determine an F3A winner whether they were a part of a TT team or not. The pilots in the F19 schedule fly-off were - Peter Penissi (AUS), Dirk Van Der Vecht (NDL), Andrew Palmer (NZ), Aaron Garle (AUS), Hamish Galloway (NZ). Frazer Briggs (NZ)

Monday again dawned with perfect flying conditions and A18 was soon completed with rounds 4 and 5 all finished by 10:40am. After a short break, the F schedule judges were rounded up and Russell Edwards completed a demonstration flight. This allows the judges to review the whole schedule and discuss errors they saw throughout the flight, essentially making sure everyone is on the same page.

The Trans Tasman saw the Kiwis defend their 2017 win, dominating in F3A and taking first place in A18.

Bill Wheeler



Trans Tasman F3A

- 1st Andrew Palmer (NZ)
- 2nd Frazer Briggs (NZ)
- 3rd Hamish Galloway (NZ)



Trans Tasman A18

- 1st John Knox (NZ)
- 2nd Daniel Wheeler (AUS)
- 3rd Artur Oziebło (AUS)



Trans Tasman Champion – Andrew Palmer (NZ)



This year's event had attracted the sponsorship of FUTABA Australia from W.A. as the major sponsor. They also arranged for the current F3A World Champion Tetsuo Onda of Japan to enter.



F3A World Champion Tetsuo Onda.

As a World Cup event we also had entrants from England, France, Holland and Germany make the long trip down. This was largely due to the efforts of Russell Edwards (AUS) and Andrew Palmer (NZ) who spent the middle of 2018 entering most of the European World Cup events. Closer to home all but two of the Kiwi's, who had won the Trans Tasman the week before, stayed and entered. Dirk (Holland) and Peter (Germany) had also taken part in the Trans Tasman the previous week and were now joined at the Masters by Kevin Caton (England) and Roland (France) along with Onda from Japan.

The Suncoast Model Flying Club hosted the event at their Coolum field. The field, situated at the end of a small industrial park, had its restrictions which saw the two flight lines skewed to each other to fit within the club's boundaries. Practice was scheduled for Thursday with the event then running Friday to Sunday.

Unlike the fine weather at Tin Can Bay the rain poured down on Thursday, so much so that practice ceased after about two hours and we watched lakes form around the pits and most of the flying field. This didn't deter some intrepid modellers who took out their Assassin flying wings, handed one to Onda, and spent a wet 45 mins flying in the rain.



It takes more than a little rain to stop an Assassin.

By the end of the day most of the field was under water along with the specially hired marquee where the models were checked for weight and size and the evening's BBQ was to be held. The BBQ was moved to Friday and held under the shelter of the club's canteen and the concreted area in front of it.



The Coolum field after Thursday's rain.

Friday saw the competition get underway at 8:00am with the F3A class of twenty three entrants and only one flight line due to the water on the field.



Start of flying on Friday.

Before the first round was completed the second flight line was opened up to Sportsman (three entrants) and Advanced (eight entrants). Expert (ten entrants) was flown on flight line 1 after the F3A contestants finished their round. Although delayed a couple of times due to rain and the operations of the Coolum Skydiving club, Sportsman, Advanced and Expert all flew two rounds.

The unfortunate Mario Schembri deserves a mention here. Having flown his family from Melbourne and driven up alone with his trailer his first take off saw a large sheet of covering come free from the model. Having fixed that with the help of Aaron Garle, his second flight suffered a glitching elevator and he landed just after taking off. He then declared that he felt unwell and left, not to be seen again until Monday as he and his family were struck down with gastro. Mario travelled 1900kms for 60 seconds of flying.

Saturday commenced with F3A operating from both flight lines. Rain halted flying a couple of times but by lunchtime we were into round 3 for the other classes. The day ended with a thunderstorm at about 2pm but Sportsman and Advanced had completed a further two rounds each and Expert was rescheduled to finish on Sunday.

There was to be a catered meal in the marquee and due the efforts of Peter Penissi and the contacts of David Garle it was moved to the Coolum Rugby League club. The meal, AGM and auction made for a successful night at a really good venue.

FUTABA Australia as sponsors of the Masters and World Cup offered an 18SZ radio as a raffle prize and fifty tickets were sold in the draw for this excellent prize. The raffle was drawn following the auction and Colin Briede of W.A. was the lucky winner. Precision Aero Products sponsored the event with the donation of an Allure builder's kit. After a long drawn out bidding frenzy, the prize to taken by Phil Spence.



Colin Briede of Western Australia won the raffle for the Futaba prize.

Sunday was the final day and started with a clear blue sky and a N.E. crosswind interrupted by a thunderstorm. Expert completed their third round and Sportsman, Advanced and Expert completed five rounds. F3A flew 3 rounds of P19 and we were at the sharp end of the competition, the two F19 rounds for the top ten F3A pilots. The flight order had been drawn at Saturday night's dinner.

This was the order for round 1, round 2 started with Dennis Travassaros flying first. It was an experience to watch Tetsuo Onda fly the F19 schedule. The whole flight was slow and precise matched by the look of concentration on his face.



Top ten F3A pilots— Dirk Van Der Vecht (Holland), Kevin Caton (England), Frazer Briggs (New Zealand), Peter Penissi (Aus), Dennis Travassaros (Aus), Andrew Palmer (New Zealand), Aaron Garle (Aus), Russell Edwards (Aus), Shayne Lysaught (Aus), Tetsuo Onda (Japan)

RESULTS

Sportsman

- 1st Sean Galloway
- 2nd Brian Simpson
- 3rd Bill Wheeler



Advanced

- 1st Michael Smith
- 2nd Brian Ring
- 3rd Michael Paul



Expert

- 1st Artur Uzieblo
- 2nd Andrew Stiver
- 3rd Michael Hobson



World Cup (3P1F)

- 1st Tetsuo Onda (JAP)
- 2nd Derk Van der Vecht (NED)
- 3rd Andrew Palmer (NZ)



Peter Albert of Germany.

Masters Champion

Tetsuo Onda (Japan)



Norm Morrish from P&DARCS Melbourne.

Australian F3A World Championship Team.

Aaron Garle, Russell Edwards, Dennis Travassaros Peter Penissi (reserve).



Many thanks to —
FUTABA Australia, Model Sports Australia, Precision Aero Products for their sponsorship of the event.
The Suncoast Model Fliers for the use of their field and catering of the event for breakfast and lunch.
FUTABA Australia for bringing the current F3A World Champion to the event.
The MAAA for their support and assistance in bringing current F3A World Champion Tetsuo Onda to our shores.

Bill Wheeler



Hamish Galloway from New Zealand.



The weather forecast for this weekend event was not promising and after heavy rain in northern Victoria in the preceding week the signs were not good. A number of prospective flyers were put off by the forecast but those who came were greeted by fine weather with a light wind in the morning becoming a little stronger in the afternoon.

Despite a cross wind all flying took place on the main strip and the thirty-three pilots with their sixty-two models enjoyed three days of activity and socialising.

Awards were presented for the Best Civilian and Best Military by a roving panel of three judges and an ARF model donated by Albury RC Models & Hobbies was a raffle prize.

The TCMAC Autumn Rally is now in its twelfth year and rivals the long-running Shepparton Mammoth event in popularity. The date for next year's event will be May 1st-3rd, 2020, and I recommend this weekend at Albury to all scale flyers.

It's an event not to be missed!



Jamie Aquilina's DHC-2 Beaver in flight.



Steve Millar's Pitts S1, built from a 40 year old Pilot kit and powered by an OS 40 four stroke engine.



Tim Knight also flew a Percival Provost.



TCMAC President Graeme Frauenfelder's 40% scale Hiperbipe is from a Bill Hempel laser cut kit. The model has a 2.43m wingspan and is powered by a Saito 100 Twin cylinder petrol engine.



David Tulk's Tiger Moth is a 1/4 scale Hangar 9 ARF powered by a Saito 125 four stroke engine.



Jamie Aquilina brought this VQ ARF from Canberra. The model is powered by an OS 33 petrol engine



Tim De Haan's Stampe SV4 won the award for Best Civilian aircraft. The model is 1/4 scale and is powered by



Seagull ARF Cessna Ag Wagon by Jamie Aquilina of ACT is 2.5m wingspan and powered by a RCGF 30cc petrol engine.



Kyosho ARF "Phantom" Reno Racer by Anthony Robinson has a wingspan of 1.3m and is powered by an OS 91 four stroke engine.



A Blackhorse ARF Percival Provost by Gary Sweet of the ACT. The model spans 1.64m and is powered by a NGH 17 petrol engine.



Peter Graeber's Blackhorse ARF Fairey Albacore has a wingspan of 1.7m.



Mike Guinness' scratch built Spitfire won the award for Best Military aircraft.



This 1/5 scale Mitsubishi Zero by Steve Millar of the ACT is a Topflite ARF with a wingspan of 2.2m. Powered by a DLE 65 petrol engine.



Blackhorse ARF Curtiss Hawk P-36 by Darren Case from the ACT. Powered by a NGH 17 petrol engine.



A 1/4 scale Hangar 9 ARF Fokker D.VII by Andrew Dore of the ACT. The model is powered by a Moki 50cc four stroke petrol engine.



A Sopwith Pup by TCMAC member Alwyn Brunten.



This 1/4 scale Fokker D.VII was built by Brett Cadwallader of the ACT from a Balsa USA kit and is powered by a Moki 210 two stroke engine.



A Fokker E.III built from a Balsa USA kit by the late Roger Sonnenrein. 1.8m wingspan and powered by a Saito 100 twin cylinder engine.



Yet another Fokker D.VII from Canberra, this one is a 1/5 scale Hangar 9 ARF built by Gary Sweet and powered by an ASP 91 four stroke engine.



Tim Knight's Nieuport 17 is scratch built to 1/6 scale and wears the colours of the Bolshevik Navy. Powered by an OS 26 four stroke engine.



A Great Planes ARF Waco YMF-5D by Steve Millar of the ACT powered by a Saito 60 three cylinder radial engine.



A Seagull ARF Yak 54 by Darren Case from Canberra. The model spans 1.56m and is powered by a DLE 20 petrol engine.



This Lockheed P-38 Lightning was produced by TCMAC member Tom Clark on a 3D printer. Forming in sections of 125mm length took a total of 100hrs and the sections were then joined to make an aircraft of 1.4m wingspan. Electric powered, it's a little heavy at 2.2kg but still flies well.



Tim Knight's NA-64 Yale in Luftwaffe colours after a number of the aircraft were seized from the French in WWII.



Tim De Haan's P- 51 Mustang is from a Topflite kit and is covered with aluminium Flitemetal. The model is 1/7 scale with a wingspan of 1.65m and is powered by an OS GT15 petrol engine.



David Tulk's Fieseler Storch is a 1/4 scale ARF by Blackhorse. The model has a wingspan of 2.85m and is powered by an OS GT22 petrol engine.



Tony Gyoles' Cessna Lynx is a modified ESM ARF model . The model is electric powered with a wingspan of 2.2m.



Trevor Pugh's Seagull ARF Bucker Jungmeister is 1.65m wingspan and is powered by an O 120 four stroke engine.



Barry Kilpatrick's Boeing Stearman is scratch built from the Zirolu plan. The 1/ 4 scale model has a wingspan of 2.5m and is powered by an OS GT55 petrol engine.



Ross Bathie's Piper Pawnee is 5m wingspan and is powered by a 3W 342cc petrol engine



The Pawnee being examined by a spectator gives an indication of the size of the model.



Keith Quigg's 1/3 scale Piper J3 Cub is an ARF by World Models.



No details for this T- 28 Trojan except that it is a large ARF model, all foam and electric powered.



Peter Graeber's Fairey Albacore is a Blackhorse ARF with a wingspan of 1.69m.



A Topflite ARF 1/5 scale Zero by Steve Millar from the ACT. The model has a wingspan of 2.2m and is powered by a DLE 65 petrol engine.



David Balfour's scratch built Curtiss Robin is 1/3 scale with a wingspan of 3m and is powered by a Saito 180 four stroke engine.



A Hangar 9 ARF Fokker D.VII by Gary Sweet from the ACT. The model is 1/5 scale with a wingspan of and is powered by an ASP 91 four stroke engine.



On Sunday morning a local pilot flew a circuit of the field in his Pitts. Unfortunately he could not put on a display and had to stay at around 1000feet.



The flight line at TCMAC on Sunday morning.



Ross Bathie's big Pawnee ready to take off.



The car park was full and quite a few were staying at the field, either camping or in caravans.



Activity at the flight line on Saturday. Brilliant weather!

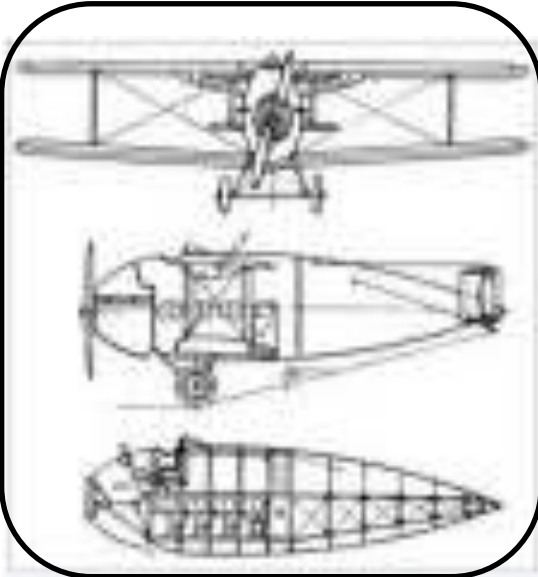


Mike Guinness (centre) received the Best Military award for his Spitfire from David Balfour (left) and TCMAC President Graeme Frauenfelder (right).



Tim De Haan (left) received the Best Civilian award for his Stampe SV4.

David Balfour's VICKERS 61 "VULCAN"



In 1922 the Vickers company made an attempt to produce a low-cost airliner that would pay its way without any Government subsidy. The result was the short lived, and ugly Vickers Vulcan that became known as the 'Flying Pig'. A total of nine aircraft were built between 1922 and 1926.

The first aircraft had a spectacularly short life, after delivery to Instone Airlines in March 1924, it was scrapped in May 1924. Two aircraft, the sixth and seventh built, were ordered by Qantas for use on the Charleville - Cloncurry service and shipped to Melbourne for acceptance trials. Qantas was so unimpressed with the Vulcan that the order was cancelled, and the aircraft put back in the box. The second aircraft was not assembled and was shipped back to England.

The last Vulcan crashed and burned in July 1928, ending the career of the 'Flying Pig'.



The airframe prior to covering with SIG Koverall.



With access to the open cockpit via an external ladder the pilot was isolated from the rest of the aircraft and its passengers.



David's model has undergone its test flights and seems to be performing much better than the full sized aircraft. Like the original aircraft it is not a pretty airframe but, hopefully, it will have a longer life span.



We expected the OMP Scanner Challenge to attract larger numbers this year after the write-up by Mike O'Reilly (OMP) in the MAAA "Wingspan" newsletter about the wonderful Scanner sports aircraft and the long running Scanner Challenge in Bendigo. Unfortunately that was not to be as we struggled to match to last years entry level.

The fifteen paid up entries at the start of the day included three new pilots (first timers) but two late withdrawals and some Scanners bent before the racing started left us with only three heats to race and have fun, so away we went. Plenty of laughter and excitement and a few oohs! and aahs! are what this Challenge is all about, plus enjoying yourself with your mates.

Heat 1. Had the four fastest Scanners from last years results. It was great to watch as they were at almost the same speed lap after lap. One sloppy turn could cost you the lead and this makes really great viewing and adds to the excitement.

Heat 2. Had the excitement of the two Les's, Les Sawyer and Les Davis whose Scanners had the same speed and kept both pilots on their toes. It was so close that after seven rounds the difference in the times was only 0.9sec, how close is that!

Heat 3. Saw George Angelov started well but in the third race he and Jarrod Tippins found the same air space at the same time resulting in a collision and the unfortunate loss of both Scanners, George's model was brand new and only had three flights as had the engine. Jarrod's was a touch older with faded colours but still quite competitive. Neither are competitive now!

Results after seven rounds of racing were completed,

- Heat 1. Steve Davis (the OMP prize was presented to Wally Burston for his long drive to Bendigo and his misfortune before the race).
- Heat 2. Les Davis (the OMP prize was presented to Les Sawyer for missing first place by just 0.9 of a second over seven races. So close!)
- Heat 3. Gary Schmedje

(Steve and Les passed on their prizes to others as they are the organisers of the Scanner event, just a small courtesy to fellow flyers.)

There was one more OMP prize left, and that was raffled off by the Bendigo club. The winner was Noel Frost (one of our light marshalls).

Thanks to all of the light marshalls, John, Vic, Noel, Gil and Glenn, and also to the canteen staff Andy and Ken for the hot food and drinks on the day.

Many thanks go to OMP (O'Reilly Model Products) for their continuing support of this OMP Scanner Challenge that we run every year.

There may be a rush on Phoenix Scanners for next year's OMP Scanner Challenge as there were quite a few Scanners presented this year that are well past the TLC stage, if you know what I mean!

Les Davis



In the February issue of AMN I had a feature on Alan's scale Cierva autogyro which unfortunately crashed with some serious damage sustained.

Andrew Mysliborski sent these photographs of another of Alan's autogyros, this one is a "Panther" designed by UK modeller Richard Harris and renamed as "Jaguar" in deference to Alan's liking for old Jaguar motor cars.

This model also crashed but Alan is persevering, both models have been repaired and are ready to be flown again. Andrew says that model autogyros can fly quite well but scale versions of full size aircraft are a bit more tricky.



Alan and "Jaguar" about to take off.



The "Jaguar" looks good in the air.



On Sunday the 19th May at the VARMS field in Wantirna we had nineteen competitors ready to compete with their electric ½ A Texaco models. They were mainly Varms members but also included SAM600 members Steve Gullock, Kevin Fryer, Col Colyer and myself together with Trevor Boundy from SWAMPS, Bob Wilson from Altona and Cliff McIver from Doncaster

The weather was fine and sunny with a light to moderate wind and for these small, light models this meant having the motor on much of the time to prevent the model from slipping down wind. This made the flying quite challenging.

We decided to open up the cut-off dates from 1942 to 1956 thereby enabling anyone with a later vintage model to participate. It did bring out two models, a Tomboy and a Skyrocket 44, neither of which were highly placed but the chaps were at least flying older models, something that doesn't happen a lot.

We ran 4 x 10 min. rounds with mass launches. The best three of four rounds counted and fifteen pilots made it into the fly-off — all up together and last down the winner. Due to the wind it was risky to follow the lift down wind (especially if your battery was running low) and most kept their models up wind where some flew high and battled the stronger wind to find lift while others kept down in the slower wind trying to catch smaller bubbles.

In the flyoff, Bob Wilson (Stardust Special), Bruce Clapperton (Airborne) and Kevin Fryer (Stardust), were still in the air after 28min. Bob Wilson was the last to land and the winner of the event. Bruce Clapperton from VARMS finished second with a borrowed model built and donated by Gary Ryan and Kevin Fryer was third.

Overall it was a great day with good camaraderie and good flying, with this level of interest more events are scheduled for next season.

Brian Laughton



The winners, from left, Kevin Fryer (Stardust) 3rd, Bob Wilson (Stardust) 1st, Bruce Clapperton (Airborne) 2nd.

1/2A TEXACO (ELECTRIC)

	COMPETITOR	MODEL	RD. 1	RD. 2	RD. 3	FLY-OFF	TOTAL
1.	R. WILSON	STARDUST	600	600	600	1728	3528
2.	B. CLAPPERTON	AIRBORNE	600	600	600	1700	3500
3.	K. FRYER	STARDUST	600	600	600	1660	3460



Kevin Fryer's "Challenger" was flown by Sepp Kirschenhuber.



Bruce Clapperton flew a Lanzo "Airborne" donated by Gary Ryan.



Kevin Fryer's "Cumulus".



Brian Laughton's Albatross".



The mass launch for each round was spectacular and required some careful piloting to avoid a collision.



While the models were circling and searching for lift the twin engine aircraft at the bottom of the picture slipped by.



More activity in the pits, from left, Cliff McIver and grandson Riley, Bruce Clapperton, Kevin Fryer, Trevor Boundy, Steve Gullock.



Time for a battery change.



Steve Gullock (front) and Brian Laughton returning from an early check flight.



Cliff McIver and David Anderson return to the pits with Cliff's "Tomboy".



Activity in front of the VARMS clubhouse at their High Street Road field.



Bill Coombes' "Airborne" was an early casualty.



Trevor Boundy's second version of the 1940 "Sailwing" glider has foam wings.



Brian Laughton preparing his electric powered "New Ruler" for flight.

(These two photos had nothing to do with the 1/2A competition but I have included them as Trevor's model is an unusual vintage subject using a modern construction technique and Brian's O/T model is an example of excellent construction and covering.)

Bairnsdale & District MAC

MID-MAY MUSTER



Bairnsdale & District MAC held their Mid-May Muster event at the VMAA State Field Eastern near Bairnsdale, Vic. on Sunday May 19th. The weather was almost perfect with a great attendance of twenty-nine pilots from near and far. The accomplished kitchen crew were kept very busy all day with many visiting public adding to the task.

Two trophies were presented on the day, 'Pilots Choice' went to Wes Wright from Bega for his lovely, big blue Pitts Model 12, with local flyer David Chippindall taking the - 'Flight for Realism' with his DHC-2 Beaver.

There was hardly a minute without a model flying and most of the time multiple models were in the air, keeping the crowd entertained. The field was in great condition, the 200m runway was freshly mown and the 1500 ft ceiling was well appreciated.

We'll do it all again on the Sunday after Mothers Day in 2020, we look forward to welcoming you all.

Geoff White



Wes Wright's Pitts Model 12.



David Chippindall's DHC-2 Beaver.





SLOPE SOARING AT CAMPERDOWN

Yarra Valley members make an annual Easter pilgrimage to Camperdown, an hour west of Colac, to hurl gliders into the air some 400 feet above the volcanic lake Bullen Merri. Fortunately being surrounded by trees, the caravan park is protected from the often strong winds. Walking out the back of the campsite gives access to the most commonly used flying area “the Point”. This is one of three sites available round the rim of the volcano —

1. The point, out the back of the Caravan park, for west to southerly wind.
2. The doctor's, a private property, for north wind.
3. The dairy farm for north-east to south-east wind.

Both the doctor's and the dairy farm require permission to access and fly. This year we were able to fly from the dairy farm for the first time in about six years. As well as spectacular views, it is the most open for easy landings.

I had my new RCRCM “Sunbird” to maiden this year while Daniel and Mario had bought “Elf” slope soarers produced in Queensland and collected while we were attending the Masters. They had purchased three, the third for Mario's brother Chris. Mario had worked like a Trojan since returning from Queensland to have all three completed for Easter. The weather started warm but by Monday had cooled right down. In my excitement to get to Camperdown I forgot to pack jeans and a jacket but it wasn't snowing so it wasn't cold.

On Saturday we were flying at the doctor's into a northerly that varied in strength and lift for a while. Mario launched his Southern Sailplanes something-or-other just as the lift was abating. Ten minutes later he was landing at the edge of the lake way down below and to the right of us. We selected the property that it had landed in, more by luck than judgement; and with permission drove down to collect the wayward glider. Tracks leading down the steep slope guided us in a safe manner down to the 'beach'.

Mario and Daniel's “Elf” gliders are around 1100gms and both agreed there may be opportunities to reduce the weight and therefore improve their performance. My “Sunbird” had weighed in at 865gms and although set up with reduced throws flew magnificently. I deploy full flaps for landing which results in it coming in at walking pace into a 20knot breeze. I got this approach a bit wrong on Monday and pulled

the flaps up too quickly resulting in a nose dive into the ground from about 1.5m. Although no structural damage was done, I did break the starboard aileron horn and that curtailed any further flying.

New to Camperdown this year was F3A pilot and fellow club member Dennis Travassaros who drove down initially for a day but stayed for three. He had a large F5J electric glider that one of the local wedgetails eyed up while flying at the doctor's. Dennis turned up the speedie and with a half Cuban presented the model at the eagle head on. At this the eagle turned tail and left. Dennis also brought along his Hobby King “Nemesis” equipped with a Go-Pro camera with which he produced and posted some high speed video of his flying during the weekend.

There were another four or five flyers from other clubs who also took part in the glider guiding and provided much valued experience and advice when some of us can't see the wood for the trees, my use of flaps being an example. Graham Jenner and Keiron Hampson rounded out the YV presence. They have also made the journey for a number of years and this year did a little floatplane flying off the lake. Graham was heading off to a floatplane event the following weekend a little further up the road at Lake Bolac. This too is an annual event with camping taking place around the lake edge, note to self, build a floatplane!

Bill Wheeler



The Yarra Valley slope soaring group, only Mario is missing.



Cold weather at the point.



At the point.



Mario Schembri at the lake.



Mario Schembri and Daniel Wheeler with their "Elf" gliders.

Annual Fun Fly

Where: 10am Saturday 7th & Sunday 8th June 2019

Where: Lake Bullec

QUEEN'S BIRTHDAY WEEKEND

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7th & 8th SEPTEMBER

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There will be a full range of activities, including a display of model aircraft, and a chance to see the club's collection of model aircraft.

There will also be a chance to see the club's collection of model aircraft, and a chance to see the club's collection of model aircraft.

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