

Issue No. 60

AUSTRALIAN MODEL NEWS



October 2019

From the Editor

Here I am again although a couple of months back as I rushed to complete the August issue I was also getting my family affairs organised 'just in case'. All seems to have gone well and now, a couple of months down the track, it appears that I might be around for a few more years.

Unfortunately I have lost another couple of my friends which emphasises that we are all growing older. I have remarked to many people that there is very little upside to old age so make the most of life while you can!

I have in the past jokingly remarked to friends that as our hobby slowly declines Australian Model News might be the last model magazine existing in Oz and unfortunately this has now come to pass — first to go was Airborne, then RCM News and now Flatout R/C after a valiant effort has succumbed to the pressure of cost of production exceeding income.

I am fortunate that publication of my digital magazine requires mostly my time which, as a retiree, is a free commodity and the only costs incurred are travelling expenses which I accept as part of my interest in aeromodelling. AMN has now been published for ten years and I hope that it will continue to showcase our hobby into the future.

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.

Tim DeHaan's Ercoupe flying at the VFSAA Sport Scale event at P&DARCS

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COMING EVENTS

DAYLIGHT SAVING FLY-IN AT BAIRNSDALE & DISTRICT MAC

ANNUAL AUCTION AT SUNBURY MAC

TRAWALLA FUN FLY AT BALLARAT RMFC

"TWINS AND MORE" AT NORTHERN FLYING GROUP

"MOSSKOSH" ANNUAL FUN FLY AT ARARAT (CANCELLED)

SRCS GENERAL FLY-IN AND NEW SOUTH WALES SAS SCALE RALLY

SCRATCH / KIT BUILT SCALE RALLY AT P&DARCS

ANNUAL FUN FLY AND SWAP MEET AT HAMILTON MAC

VMAA TROPHY WEEKEND AT P&DARCS



Jack Hearn was the oldest of the three Hearn brothers, all pilots in the RAAF during WWII, who introduced the Hearn's Hobbies business in Melbourne in 1946 to quickly become the leading hobby shop and model aircraft kit manufacturer in Australia. The continuing value of the name "Hearn's Hobbies" is indicated by the business still existing to the present day under a different ownership.

Jack was a prominent aeromodeller prior to WWII and an early member of the Victorian Gliding Club. On resuming his modelling interest after the war he successfully flew a r/c model in 1950 and in 1951 won the first National R/C Championship.

According to his contemporaries Jack was an excellent pilot which probably lead to him becoming a flying instructor for much of his RAAF career. After many transfer requests Jack was finally able to join No.5 Squadron on active service in the Pacific area where he flew Kittyhawks and Boomerangs, the latter as a target marker for New Zealanders flying Corsairs. This was a hazardous duty carried out at low level with little chance of survival should the aircraft be disabled.

On leaving the RAAF at the end of the war Jack flew DC-3's with ANA for a short period before entering the hobby business with his brothers Keith and Bruce.

I first met the Hearn brothers shortly after their business commenced and was taken under Jack's wing as a prospective control line aerobatics flyer. Jack designed the "Super Skylark" stunt model for the then new Frog 500 glo motor and loaned me his prototype model for practice after suggesting that I should fly in the Junior Stunt event at the 1950 National Championships in Melbourne. Hearn's Hobbies also provided me with a "Super Skylark" kit which I built and flew in the event to conform with the BOM rule, possibly placing me as Australia's first sponsored aeromodeller.

Jack and I continued to maintain our friendship until his passing and I remain indebted to he and his brothers for their encouragement and assistance in my early modelling endeavours.



An aeromodeller before WWII Jack won the 1937 Victorian Wakefield Trophy with this Baby Cyclone powered gas model.



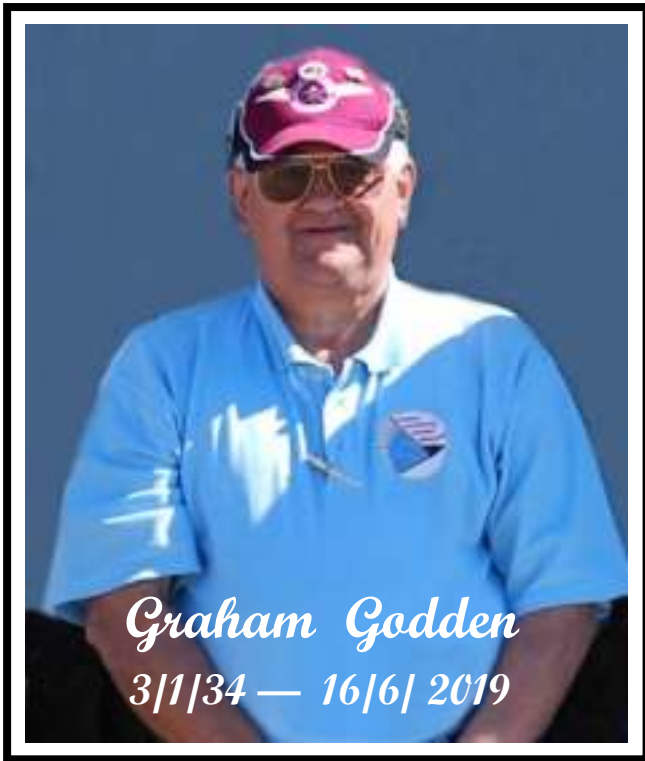
Jack was a member of the Gliding Club of Victoria prior to WWII.



Jack spent most of WWII as an instructor on Wirraway's and Tiger Moths but eventually managed to see combat against Japan with No.5 Squadron RAAF flying Kittyhawks and Boomerangs over the islands north of New Guinea



Jack with the helium filled blimp that he built and flew as an advertising medium at various indoor display centres in Melbourne.



Graham enjoyed the social side of aeromodelling and was always available to assist on our weekend outings.



Graham enjoying the indoor flying events at one of the Albury Nationals with other members of the VFSAA.

Graham Godden was a valued member of the Victorian Flying Scale Aircraft Association for many years and was awarded Life Membership of that Association in recognition of his assistance with the activities of the group.

Graham was not an enthusiastic flyer but was always prepared to assist in any capacity with the running of VFSAA events as well as excelling in the construction of many top class scale model aircraft.

Graham's life outside of his modelling endeavours was shared with his family and close friends and while it was noticeable that his health had deteriorated in the past year or so it was with great surprise that the modelling fraternity only learned of his passing some weeks after his funeral service.



Graham helping with static judging at the National Championships.



Graham was a skilled builder of large scale models.



Dinner at the Peppermill in Albury.

LARGE SCALE RACING 2019

at BENDIGO

Although this years entry was down a little on last years racing weekend, the weather was definitely up on last year with sunshine, blue skies, and very little wind on the Saturday. It was again quite reasonable until lunch time on Sunday morning when the promised cold front arrived right on time as the bureau predicted. However, by then we had six full rounds completed which still left us enough time to pack up and make the presentations before the cold front hit us.

Just before 10:00am on Saturday we had the 'Welcome to Bendigo Large Scale Racing' and a briefing for the days racing. After a quick photo shoot it was into the racing as we needed to make the most of the great weather that was available. First class to race was the AT-6 Texan followed by the Nemesis F2 35 and the Redbull, the last class was the fast ones, the highly competitive Goodyear F1 racers.

To start Round.1 all aircraft had to do their compulsory 'engine cut on loss of signal' before they could race, and all passed the test. In the first round there were a few sloppy turns etc by most pilots as they settled down and found their line. It was interesting to note that in all classes the pilot who put up the best score in Round.1 went on to win that class, maybe because they settled down quicker and got a good score on the board which carried them through to win.

One round was completed before the lunch break and it was time for some hot food and drinks and also buy a ticket in the club's raffle which was your choice between a Spektrum 6 channel RX, and a Hitec 7 channel RX, dependent on your brand of radio.

With lunch over it was back to racing and three more completed rounds in the afternoon session. The flying skills were now showing with some really great racing and no major mishaps except for a lost wheel, retract, undercarriage leg and a fractured bulkhead joint, all minor and most fixed on the field.

Early Sunday morning the sky looked dark and grey but by 9:00 am it had cleared and racing started right on time. Two more full rounds were completed before we went to an early lunch as we could see the large cold front building up from the north west. There was insufficient time for another round of racing as we would have been caught by the storm so, after a short lunch break and quick packing of the race gear and equipment, we went straight to the presentations.

Results

AT- 6 Texan

1st Jeremy Randle
2nd Byron Simpson
3rd Leigh Kellock

Nemesis F2

1st Les Davis
2nd Andrew Ward
3rd Leigh Kellock

Redbull 120/30

1st Steven Davis
2nd Jeremy Randle
3rd Paul Hewitson

Goodyear F1

1st Paul Hewitson
2nd Byron Simpson
3rd Jeremy Randle

The raffle winner was Ian Le Bronne from NSW and he selected the Spektrum 6 channel RX.

To the helpers, light marshalls, time keepers, race starter and canteen staff, we thank you for your time and support in making the 2019 races a very successful event.

To our commercial supporters — DLE Australia (WA), Model Engines (Sydney), Model Flight (SA), and Aero Aviation Hobbies (Bendigo) — we appreciate your help and support for Large Scale Racing.

Les Davis



AT-6 Texan winner, Jeremy Randle, Texan with OS 120 Glow Engine.



F1 Goodyear winner, Paul Hewitson, Nemesis with GP 61 engine.



Redbull winner, Steven Davis, MSX-R with DLE 30cc engine.



Nemesis F2 winner, Les Davis, Nemesis powered by MVVS 35cc engine.

VFSAA SPORTSCALE at P&DARCS



RESULTS — FLYING ONLY

After the cancellation of many events over the winter months the VFSAA finally had fine weather for their event planned for P&DARCS. A brisk north wind created some problems for the lower powered aircraft but competitors were able to complete two rounds in the Flying Only section using the west strip. F4C and F4H competitions were cancelled for lack of entries.

Flying Only had a strong entry and Tim Dehaan, Rob MacDonald and Keith Quigg took out the three top places. Glen Orchard reintroduced the Heinkel He.219 built by Brian Johnson to competition, the model flying as well as ever to place fourth.

Harrison Ritter, a junior member at P&DARCS, was flying in his first scale competition and achieved a creditable seventh place with his ARF Percival Provost.

	COMPETITOR	MODEL	RND 1	RND 2	AVERAGE
1	TIM DEHAAN	ERCOUPE 415C	1000	978	989
2	ROB MACDONALD	CESSNA 152	987	925	956
3	KEITH QUIGG	EDGE 540	894	1000	947
4	GLEN ORCHARD	HEINKEL He219	940	899	919
5	JOE FINOCCHIARO	SBACH 342	807	937	872
6	ANDREW SMALLRIDGE	ULTIMATE BIPE	911	806	859
7	HARRISON RITTER	PERCIVAL PROVOST	782	890	836
8	ALEX BUTLER	CORBY STARLET	866	801	834
9	ANTHONY SISLEY	PERCIVAL PROVOST	706	810	758
10	ROLY GAUMANN	DORNIER Do.27	619	796	707
11	DON RELF	AUSTER AOP-9	644	518	581
12	DAVID ANDERSON	FOKKER D.VII	66	0	33



Tim Dehaan's ARF Ercoupe 415C takes off in the Flying Only event.



Don Relf's Auster AOP-9 climbs away on take-off.



Andrew Smallridge flew a scratch built Ultimate Bipe.



David Chiver's ARF Canadair CL-415 water bomber by MR Aerodesigns is 1/13 scale with a wingspan of 2.1m . The model is powered by two 46 AX OS two strokes and weighs 7kg.



Joe Finnochiaro flew this ARF Sbach 342 powered by a SV56 petrol engine.



Rob MacDonald's ARF Cessna 152 placed second in Flying Only.





David Law passed on some judging critiques to competitors between rounds of the Flying Only event.



P&DARC junior member Harrison Ritter flew an ARF Percival Provost in his first scale event to gain the Encouragement award.



The Heinkel 219 built by Brian Johnson has been in storage for a long time. The model was recently purchased from Brian by Glen Orchard who has installed new engines and once again flies the model in scale events.



David Anderson, Isabelle Anderson and Angelo Favaloro relaxing in the sunshine with David's Fokker D.VII.



Rob Macdonald and Brian Whellan preparing to start Rob's Cessna 152.



Keith Quigg's Pilot ARF Edge 540 is powered by a DLE 60 twin cylinder petrol engine and placed third in the Flying Only event.

DE HAVILLAND DISCUSSION at DONCASTER MAC



Greg Stanfield continued his monthly meetings at Doncaster MAC with De Havilland aircraft being the centre of discussion for September. Models of various De Havilland designs were on show with the DH.82 Tiger Moth the most prevalent.

These meetings attract many members, the scratch and kit built radio controlled, control line and free flight rubber powered models on display hopefully encouraging those present to try their hand at some old fashioned model building.



Radio controlled D.H. 60 biplane with control line models of the WWII D.H 98 Mosquito and D.H. 88 Comet of 1934 MacRobertson Air Race fame.



A laser cut kit for a radio controlled Tiger Moth by DMAC President, Juris Briedis, is nearing completion. The model is to be electric powered.





De HAVILLAND's "DRAGONS"



Coincidentally, following Greg Stanfield's discussion on De Havilland aircraft I received a call from Norm Barclay asking if I was interested in his latest creation, a De Havilland Dragonfly. This seemed to fit nicely with Greg's lecture, with the large scale De Havilland Dragon Rapide presently under construction by Mark Collins and with the Dragon built some years back by Noel Whitehead, so I have put together an article covering the development of the De Havilland "Dragon" series of light transport aircraft together with photographs of these aircraft.

De Havilland DH.84 Dragon

Following his design of the single engine DH.83 Fox Moth and its subsequent commercial success the designer, A.E. Hagg, was asked to design a twin engine equivalent and produced the Dragon, a two-bay biplane of high aspect ratio, employing the D.H. style plywood covered fuselage and powered by Gipsy Major engines.



A standard Dragon used before WWII on the Weston - Cardiff ferry by Western Airways Ltd.



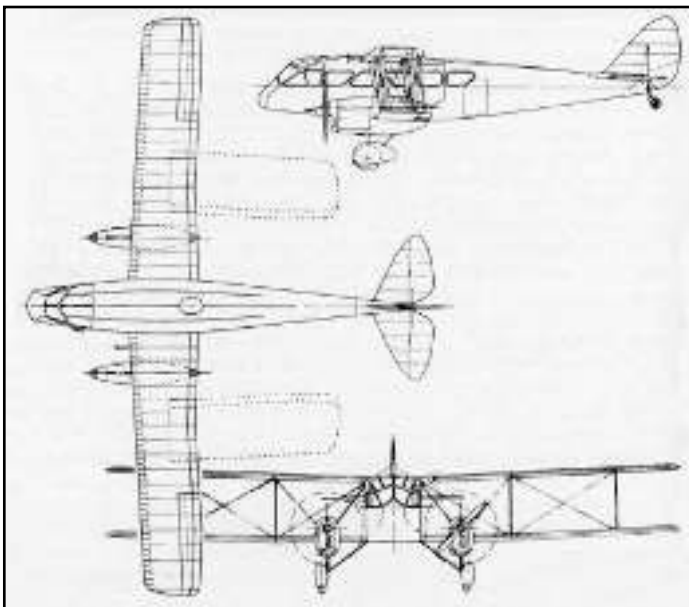
Dragon A34 - 92 while still with the RAAF was used as a reference by Noel Whitehead to build a model for the World Scale Championships.



DH.84 "Puff" (The Magic Dragon) on display at the former Drage's Air World, Wangaratta .



Noel Whitehead's model of "Puff" (The Magic Dragon).



The Dragon cruised at 109 m.p.h (175 k.p.h) carrying six passengers with 45 lbs (20 kg) of luggage each, for an hourly petrol consumption of only 13 gallons (59 litres), permitting a fare structure which ensured the popularity of the service and led to the acquisition of further aircraft.

Dragon production began in 1932 and finished in 1936 with the completion of one hundred and fifteen aircraft. After WWII an attempt was made to acquire an Australian built Dragon for joy riding at Butlin's Holiday Camps but the aircraft, VH-BDS, formerly a RAAF navigational trainer A34 - 92 was never exported and remained in Australia.

De Havilland DH.89A Dragon Rapide.

Originally conceived as an improved Dragon, it became, more accurately, a scaled down version of the four engine DH.86, employing the same type of plywood box fuselage construction but with spruce longerons and stringers on the outside and fabric covered, tapered wings and the integrated nacelle and trousered undercarriage. Cabin accommodation was provided for six or eight passengers, depending on the fuel load, and cruising speed was 132 m.p.h.(211 k.p.h). The installation of Gipsy Six engines gave rise to the name Dragon Six with the type number DH.89.

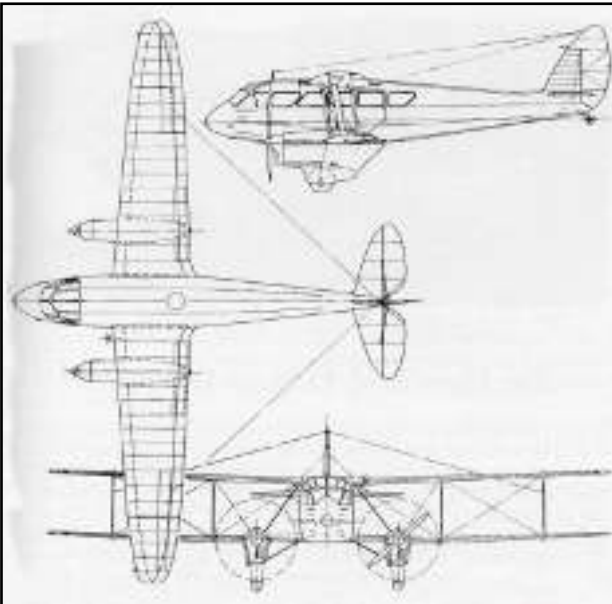
During the ten years it was in production, 737 were built and the name Dragon Six was amended to Dragon Rapide. Although the manufacturer's plate in each aircraft gives it this name, it was soon clipped to Rapide by common usage, and has remained unchanged ever since.



Camouflaged RAF Dominie 1 of No.2 Radio School.



Post WWII, a Rapide in British European Airways service.



During WWII few Rapides escaped RAF service where it made an ideal navigation and wireless trainer. Production was stepped up and the Dragon Rapide took on a new lease of life as the RAF Dominie.



A 1/4 scale model of the Dragon Rapide built by Wayne Harrison of Wangaratta.



Mark Collins' large scale Dragon Rapide presently under construction.

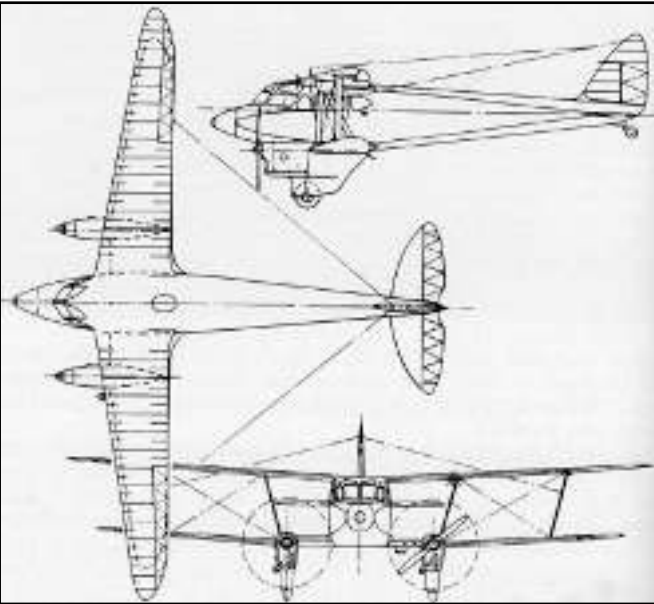
De Havilland DH.90 Dragonfly.

Outwardly a scaled down Rapide, the Dragonfly luxury tourer differed a good deal from its forebear, the spruce and plywood box structure giving way to a monocoque shell of pre-formed ply stiffened with light spruce stringers. Stout spars in the lower centre section permitted the elimination of all diagonal bracing struts and wires from the inner wing bay, resulting in improved performance and easier access to the cabin. It also allowed the use of a clean cantilever undercarriage built integral with Rapide-type nacelles housing twin Gipsy Major engines.

Cabin accommodation was for a pilot and four passengers, one next to the pilot, one in a single seat directly behind and two on a double seat in the rear of the cabin. Cruising speed was 125 m.p.h. (200k.p.h.)



A Dragonfly on display in New Zealand at the 2011 Omas Air Show.



66 production aircraft were built but the price of £2,650 — high by 1936 standards — meant that only 21 were sold to British users. Fourteen Dragonflies were impressed for industry communications duties during WWII.



Norm Barclay's DH.90 Dragonfly nearing completion. The model spans 2m and is powered by two OS 29 two stroke engines

Indoor Aviation

John Bird Trophy

2019

Wow! how quickly time flies when you're having fun, it just seems like yesterday that we were holding the 2018 event. Held on the 30th August at the Waverley basketball centre in Chadstone the 2019 event consisted of two parts — 1. The longest distance flown. 2. The longest flight time.

The model selected for the contestants by the committee was an electric / foam cheapie sourced from OMP at a bargain price with a pusher prop motor powered from a capacitor located in the nose and charged from a remote 4.5v battery pack.



Rules were simple, only slight modifications to the plane were permissible and most went for a polyhedral wing design to increase stability. It was soon discovered that the playing field was not even as some model's capacitors were capacitating more than others (*probably why they were cheap to buy*). This caused problems with trimming as the plane went one way under power and the other way when in a low powered glide.



The contest got underway on time with the best of three flights for distance producing some interesting results, the models going in every direction except straight and some even doing a "Boomerang" back to the launcher!

At the end of round one, three planes had flown the maximum distance by hitting the far wall of the centre.



The second part of the comp got underway after some trimming adjustments by the competitors, again best of three with some great results.

Leading the pack at the final stages were Peter McCarthy and Peter Cossins with flight times of 18sec and 19sec but they were just pipped at the post by Wes Hoffman with an amazing flight that soared up in a circling climb, missing the ceiling beams by millimetres, and recording a 20sec time.

The judges declared Wes the winner for 2019 taking out the John Bird Trophy for the second year in a row.



Mrs Julie Bird congratulated Wes and presented him with the trophy.

Lew Rodman

SHEPPARTON MAMMOTH SCALE

2019



I travelled to this event on the Saturday and it turned out to be a magnificent day with warm sun and very little wind. The field and surrounds were in excellent condition and the entry of sixty-nine pilots produced one hundred and nineteen models, a fine display of our hobby. The committee and members of the Valley Radio Flyers are to be commended for their continued effort in returning this event to its former leading stature.

As can be seen in my photographs the club is gaining additional income by leasing out a large percentage of the property for a canola crop, leading to a few searches for those models forced to land away from the strip. The crop was up around waist high and closed over the models making them hard to find if a line of sight was not established as the model descended. It was not a great problem and possibly added some interest as aircraft made landing approaches at low altitude over the crop.

I overestimated my capabilities on the day and after taking static photos I had to forget the flying shots and take a rest so, regretfully, the coverage is not quite what I had anticipated.

Awards

Pilot's Choice: Tim Dehaan

(Sponsored by L&A Wheel Alignment)

Pilots Draw: Wal Burston

(Prize donated by DLE Engines)

Pre-entry Prize: Mike Close

(Sopwith Camel donated by VRF member)

Raffle: Jeff Hines

(Three cylinder Saito radial engine donated by VRF member)

Raffle: Harvey Shevels

(Boomerang 40 and engine donated by Model Flight)



Some of the wide range of models on display. Ross Smith's large, turbo prop powered, Pilatus PC-21 (centre right) was, unfortunately, severely damaged in a landing mishap.



At the flight line with Rob Popelier directing the traffic. The 1/4 scale Tiger Moth and Waco, once considered to be large models, are now dwarfed by the even larger Piper Cub and Super Decathlon.



Nice cockpit detailing in the Ercoupe.



Tim DeHaan was the winner of the Pilot's Choice award with his 1/3 scale Ercoupe 415C. Tim's model is built from a Balsa USA kit and has been modified to create a replica of the full size subject aircraft.



Tim's Ercoupe is modelled on the full size aircraft located at Tyabb in Victoria.



A DHC-2 Beaver by Royce Bux.



Gary Bergen from South Australia has brought his 1/3 scale Stearman to Shepparton for many years. The model still looks brand new!



The Twin Cities club brought a fine selection of scale models.



Gary Schmedje's Phoenix ARF Spitfire spans 2.2m and is powered by adLE55 petrol engine.



Ron Clark's scratch built Lancaster spans 3.4m and is powered by four Saito FG21 engines.



Paul McCarthy's ARF L-39 Albatross.



Colin Mitchell prepares his 1/3 scale Sopwith Pup.



Jim Houdalakis' "Arcus" glider is an ARF manufactured in Czechoslovakia by H Models. The model is 40% scale with a wingspan of 8m and has an electric motor for self launching.



David Law flew this large scale Gloster Gladiator built by the late Clive Butler.



Wayne Girdlestone at the flight line with his 1/3 scale Super Decathlon.

INDOOR RUBBER

at
BORONIA



Brian Ealy flying his own design simple stick model. The little aircraft performed quite well.



Bill Coombes flying another own design model. The indoor stadiums provide perfect flying conditions regardless of the weather.



Bill Coombes with his USA designed Flying Aces Moth.



Flying Aces Moth, Stearman and Fairchild all built by Bill Coombes.



Geoff Wood in the UK and USA

Well I'm just back from some model and other aircraft-related matters on my recent trip to the UK and USA and thought some details might be of interest.

The prime reason for the UK trip was to attend **Flying Legends**, the greatest warbird show in the world, and next day to go to a scale model day at the Shuttleworth museum at Old Warden. I also wanted to visit another site which (from what I had read) is much loved by UK aficionados of our eccentric hobby of doing free-flight models just for fun. This is Port Meadow, a large area of open land just outside Oxford. I felt it would be in the spirit of things if I took something to fly so built myself a balsa box for my little capacitor-powered semi (very!) scale Heinkel 162 and took it in my luggage.

Flying Legends happens at Duxford and it was fabulous. Can you imagine a whole squadron of twelve Spitfires flying past you in formation in 2019? Years ago there were only three or four flyable in the whole world. And Messerschmitts, and...and ... the list goes on. It was all I hoped it would be and more than made up for the disappointment of my RAF centenary trip in 2018 where I missed all the main events.



Spitfire fly past.



Return of the Luftwaffe.



Spitfire line up.

Next day's event at the Shuttleworth Collection at Old Warden aerodrome was also memorable but in a different way. Everyone there was interested in the same things as we are – making small and simple models using traditional materials, enjoying the sunshine and talking to like-minded people.



very well. One guy flew nothing but flying wings. I flew my Heinkeleezer which I'd brought over primarily for this event, and didn't disgrace myself in that company.



It was notable however that diesel and glow-plug engines are becoming a thing of the past. The stalls selling them didn't seem to be doing much business. There was a fair contingent of control line including something I'd never seen before - C/L carrier deck. They had the whole kit and caboodle of the "deck" set up, about 5m long.



I was also able to look through the Shuttleworth museum's collection of airworthy full-sized aircraft (and buy the T-shirt).

Further exploration of the Hertfordshire area took us to other sacred sites for model aircraft persons – Ivinghoe Beacon beloved of slope-soaring modellers, and Eaton Bray which was a big centre for aeromodelling in the 1940s when aeromodelling itself was huge. Special features which I can only dream about at home were –

1. There was little or no wind.
2. It was summer, but there was grass!

I'm normally a bit reticent about approaching strangers but all the modellers there were doing my sort of models - all I had to do was ask someone about their model and they would open up big-time and I had a friend for life. There were lots of free-flight and unorthodox types culminating in a scale twin-engine Saunders-Roe SRA1 flying boat fighter, free-flight and powered by two electric ducted fans! It flew

Port Meadow, the field near Oxford, was also a good experience in a quiet sort of way. They have a model event there called **Dreaming Spires**. It was midweek and there were no other modellers there that I could see but there may have been some far away – the field must be a mile long. Port Meadow was an example of something I've consistently found with sites in Europe (which includes Britain – so far!) namely, everywhere is multi-use. You might get modellers, and/or



Dreaming Spires and Heinkeleezer.

bushwalkers, and/or cattle, and/or horse riders, and/or cricketers, and/or full-sized gliders all in the same place. As long as everyone knows the rules it works fine. I flew the little Heinkeleezer at Port Meadow and thereby amused the people working in their garden allotments.

Next stop was the USA where I visited the New England Air Museum which has the only genuine pre-war four-engined flying boat left in existence, a Sikorsky VS44. It was the Airbus A380 of its day and seeing it was real privilege for a lifelong flying boat and amphibian fan.

The focus then changed to music. We visited Nashville and Memphis, the latter primarily to go to Graceland. The mansion itself is by no means gargantuan, though obviously the abode of a well-off person with somewhat eccentric tastes in interior decoration. A part of the display comprises his cars (lots of them), motorcycles, buggies and his two personal jets, which you can go through; the bigger is a Convaire 880 (just like a Boeing 707 but slightly smaller and faster). It has gold-plated basins in the bathrooms, leather-covered lounges to sit on, a well-stocked bar and of course a bed. I could only dream...

Our final stop was Houston to visit the NASA Space Centre, recipient of the fateful message "Houston, we've had a problem here ..." It was everything I hoped for. We got to Houston's *George Bush International Airport*, took our rental car and went off down the toll freeways with their spaghetti-like interchanges towards the south where the NASA complex is, bypassing the city centre. The whole conurbation around Houston is huge, maybe 50 km across. The southern half is entirely oil infrastructure – pipes, towers etc as far as the eye can see. The countryside is very flat but at one point there was a flyover and looking around was like being in an oil refinery which extended 20 km across in every direction.

The NASA Space Centre is very large as befits the subject, and there were certainly a couple of thousand people the day we went. It covers the history of the space program and there is much explanatory material, simulators etc. These conveyed to me like never before just how difficult and dangerous space flight is. I was surprised to see the emphasis on the future, particularly the upcoming Mars mission. This will be *VERY* difficult and much of the work of the International Space Station is devoted to testing all aspects – technical and human – necessary to make it a success.

However, the highlight for me was the Saturn V rocket used in the Apollo program. Words cannot convey the magnitude of this; the best

I can do is to say it is 360 feet long (about as long as two jumbo jets) and delivered a thrust equal to about 100 jumbo jet engines going flat out. They also have one of the surviving space shuttles on display, on its Boeing 747 carrier. You can go inside it and it is very impressive but "only" half as big as a Boeing 747. Contrast that with the first orbiters like Sputnik etc – half a metre in diameter and weighing a few kilos.



Inspecting the Space Shuttle.

After a somewhat excessive security experience on departure from Houston ("Chainsaws must not be carried in carry-on bags") we settled in for the long, long 33 hour flight home. Surprisingly on arrival home I didn't feel any worse than the normal jetlag one gets from Europe to Australia.

All in all this was a fantastic trip – interesting, enjoyable and trouble-free. Now back to building and flying, and I'm looking forward to the next Scalemasters.

Regards,
Geoff Wood

SAM 600 at VARMS



While they are still waiting on height approvals for their usual competition venues the SAM 600 members are holding electric powered 1/2A events at the VARMS field in suburban Melbourne. These small models operate at lower altitudes and are developing a good following. SAM 600 President, Kevin Fryer, has a number of models ready to fly and passes them on to anyone wanting to try their hand at the event so SAM members have the opportunity to maintain their flying skills and guests can try their luck at competitive flying.

The late afternoon flying session concludes with the usual Wednesday evening meal in the VARMS club house. With the warmer weather and longer evenings approaching this promises to become a very welcome competitive and social event.



A few of the models gathered in front of the clubhouse prior to the event. The gliders were flown by VARMS members before and after the 1/2 A power event.



Primarily a glider club, many models have electric power for convenient launching.



Danny Malcman (left) and Gary Ryan. Danny's "Super Sinbad" electric powered glider in the foreground.



Brian Laughton preparing his 1/2A model for flight.



Bill Coombes' 1/2A "Airborn"



It still needs a sharp eye to keep the small models in sight.



Kevin Fryer (centre) with his 1/2A model collection.



It's a single flight event with a mass launch to start the flight.



Thank you to all who sent wishes for my successful recovery.

(My son Gary took this picture in the ICU the day after the operation and my only excuse for looking a bit dopier than usual is that I had been 'out' for about eighteen hours and was probably still pumped full of pain killers.)

FOR SALE

CONTACT: JOHN LAMONT

Home: 9431 0044, Mobile 0415 384 823



OS BGX-1

A used engine in very good condition.

\$225

Fading Curtains!

Who cares?

FLY IN
SUNDAY 6th OCTOBER 2019
IS WHEN WE CELEBRATE —
DAYLIGHT SAVING

That's right — we get ONE EXTRA HOUR of daylight per day to fly our models. The curtains can look after themselves.

JOIN US

Bairnsdale And District Model Aero Club
 VMAA State Field Eastern, 1125 Bengworden Rd,
 At the corner of Boundary Rd, Goon Nure, Victoria.

Bring models and FLY them. Prize for wackiest **FLYING THINGY**

Enjoy Excellent raffle draw

TOP CATERING ON-SITE **Fly another model** **Have a chat**
 Grab a coffee and a burger **Commit aviation** **Catch up with an old mate.**

www.badmac.org.au **Watch and enjoy**

MODEL AIRCRAFT CLUB OF SUNBURY INC.

www.mascwarrackey.com.au

Registered No: A0000895J



Annual Auction

October 12th 2019

We plan to do it all again in October.

Come along and make it our biggest auction yet!

Who knows, there might be something worth buying!

Time for a change – sell the old, buy another pre-loved treasure.

Everything must go.

The auction is scheduled to start around 12:00 pm, but

we will be registering goods for sale from 10:00 am.

DOOR PRIZES -- RAFFLE

\$2 entry fee

Hot dogs and refreshments will be available from 10:00 am.

St. Andrews Uniting Church Hall

Barkly Street, Sunbury (Melway 382 E4)

Enquiries: John Sutherland 03 9338 4563

Or Bruce Palamounain 03 5428 7492



IS CALLING ALL PILOTS...
TRAWALLA FUN FLY
SUNDAY OCT 20th, 2019. 10AM - 3PM

- » FLY WITH US AT OUR GREAT FIELD
- » RELAXED FUN FLYING
- » BARBEQUE LUNCH
- » HOT AND COLD DRINKS
- » ALL AIRCRAFT WELCOME



All Pilots must be MAAA members

Email: secretary@brmfc.org.au

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

BRMFC.ORG.AU  or Google  BRMFC

Northern Flying Group's Annual TWINS & More

Sunday 27th October 2019

Held annually at the State Flying Field, Quayles Road,
Darrawick Gum Melways Reference 425 G3

Visit www.nfg.org.au for a detailed map and registration form.

All pre-entered registrations will receive one bonus entry into the prize draw at the end of the day.

Entry is open to all MAAA registered Pilots that have a plane with two or more engines or two main wings (bi-planes)

Non-flying visitors are most welcome to come and enjoy the day

Food and drink will be available during the event.

Great prizes on a fly per ticket lucky draw system.

A trophy for the most unusual multi-engine aircraft.

\$10 Entry fee for all Competitors – bring as many planes as you like.

Prize briefing and registration 9:30am
Flying from 10am

Contact Mark Sills – 0419 338 043

Northern Flying Group in conjunction with our major sponsor hopes you come and enjoy a relaxed Sunday flying at this unique event.

Privately Sponsored By



SMART BUS 



PRESENTS

"MossKosh" Annual Fun Fly

1-3 November, 2019

CANCELLED

ON-SITE CAMPING

AM START

SPECTATORS WELCOME

MAAA PILOTS

RAFFLE WITH GREAT PRIZES

LUNCH AVAILABLE BOTH DAYS

FIELD LOCATION
240 WARRAK RD, ARARAT, VICTORIA

SRCS General Fly-in & NSW Scale Aircraft Society Scale Rally.

Saturday 2nd of November, gates open at 9am for all day flying.
Easily accessible from both Sydney & the Central Coast.

Last years event saw an amazing array of models from park flyers to turbines.

Everyone who attended enjoyed a great days flying in a really festive atmosphere. This year the New South Wales Scale Aircraft Society will be holding a scale rally in conjunction with the usual variety of models. Come along and help make this year's event even better, all levels of flying skill are welcome!



\$10 entry fee includes BBQ lunch & a drink

Enjoy a day's flying with us at the most scenic flying site in the Sydney Basin. All levels of flying skill are welcome, just turn up on the day and fly as little or as much as you like.

No competitions, no pressure, just enjoy flying!

Bring your family along and enjoy a picnic by the Hawkesbury River

MAAA Cards and Permits to Fly for large models must be presented at registration

If you have any questions please contact Mike Close, pmc@srscub.com, or on Mob. 0414 845 307. Please check the SRCS website - www.srscub.com/central-coast-2019 - on the day for cancellation information in the event of bad weather. An announcement will be made by 7am.

Scratch / Kit Built Scale Rally

November 10th 2019

Field Location: West Rd, Cardiff, (20K East of Mithras) VIC



Excellent Trophies

PADARCS have excellent facilities including long and wide grass runways and several 12 and 240volt electric charging stations.

Onsite non-powered camping is available.

On line entry will be available in October at www.padarcs.com.au/scaleonly

All Types of Scale Model Aircraft Welcome

- Large models will have solo flying spots if requested.
- Awards for: Public Choice, President's Encouragement Award.
- Bring along your model or come and/or admire some great aircraft.
- No documentation required - just fly and have fun.
- All sizes of scale aircraft most welcome.
- Models under construction are most welcome.
- See web site, www.padarcs.com.au/scaleonly, for more information and entry forms.
- Spectators are most welcome, tell your friends to come.
- Catering is available at the field.

\$5 per car entry fee for pilots and spectators



2019 FUNFLY

ANNUAL FUNFLY AND SWAP MEET NOV 23rd & 24th

Flying from 9am till dusk on both days.

Bring all your modelling surplus and swap or sell it for something better!

All pilots must have current MAAA membership

All heavy models require certification papers to be presented

Camping available with showers

Lunches available both days

Come and enjoy our friendly and relaxed club and enjoy our large runways for your big models!

Hamper raffle and lucky pilot entry

For further information contact Phil Niewand on 0428812093



VMAA Trophy Weekend

18 to 19 April 2020

The aim of this 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 take part.

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 11 events will count.

- Trophy Events:**
- Hill/Drone Limb
 - Bomb Drop
 - Fun Scale
 - Helicopter (Timed event)
 - Thermal Soaring
 - Scale Aerobatics
 - Electric Glider
 - Fun Fly
 - Sports Limb
 - Mixed Landings
 - Combat

Come and joins us for a great weekend of fun, camaraderie and some competition along the way.

Ring in Pilot 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 PADARCS, 30 Fowler Road, Cardiff 3505. Catering provided both days with camping facilities available. Motor and caravan parks are nearby.



If you need further information, please contact the VMAA CD: Joe Finocchiaro on Mobile: 0415 578 168, email coordinator@vmaa.com.au

