

**Issue No. 68**

# **AUSTRALIAN MODEL NEWS**



**February 2021**

## From the Editor

It's still quiet as far as modelling events are concerned but slowly the clubs are recommencing their flying programmes and this month we have a number of events scheduled for 2021. Hopefully the infection rate of Covid-19 will remain low and we will soon be back to normal, whatever "normal" turns out to be.

One of the less enjoyable results of advancing years is the inevitable loss of friends and January saw the passing of another of my friends in Des Piltz. The loss of Des was offset to a small degree by being able to attend the celebration of Bill Eunson's 100th Birthday — you win some and lose others!

I'm still waiting on a couple of medical procedures and I'm presently a little limited in the amount of solo travelling that I can manage so reports and photographs of events and workshop activities any where in Australia or New Zealand are most welcome.

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.

Contributing material and requests for inclusion on the distribution list may be forwarded to —

**John Lamont**

Unit 5, 1326 Main Road, Eltham, 3095

Ph: 03 9431 0044

Mob: 0415 384 823

E-mail: jlamont2@bigpond.com

Visit our website at -

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

## On the Cover.

Glider towing at VARMS field.

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## COMING EVENTS

**VICSCALE SCALE COMPETITION AT DARRAWEIT GUIM**

**47TH ANNUAL LEURA FUN FLY**

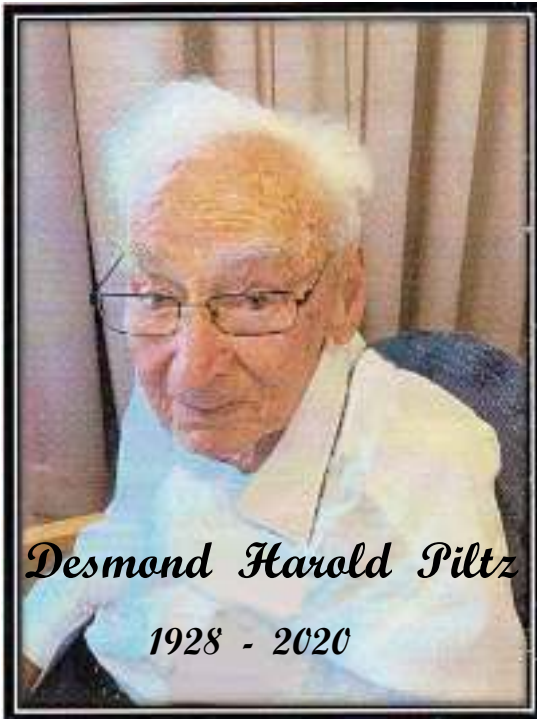
**WARRNAMBOOL MAC WEEKEND FUN FLY**

**MONTY TYRRELL MEMORIAL SCALE RALLY AT P&DARCS**

**39TH SAM1788 OLD TIMER CHAMPIONSHIPS AT CANOWINDRA**

**VMAA TROPHY WEEKEND 2021 AT DARRAWEIT GUIM**

**VFSAA VICSCALE TROPHY 2021 AT SHEPPARTON**



*(Des was a member of the Greensborough MAC when I joined the club in the early 1990's and we became friends. After he moved to Henty our friendship was renewed each time we met again at the many events I attended at Twin Cities MAC . Des was a regular helper in the canteen at TCMAC and a keen scale modeller).*

Des was born on the 22nd of May 1928 to Elisa and Harold Piltz and was raised in the house at Henty in which he spent the last years of his life. He was educated at Henty, joining the Post Office as a telegram boy and delivering many unpleasant telegrams from the Defence department during WWII. After the war Des continued in the Post Office at Henty as a postal clerk.

He played rugby for Henty until the RAAF enticed him and so began his passion for aeroplanes both large and small. Des's collection of books on most of the manufacturers of aircraft gave him a vast knowledge of all types of aeroplane and has now been passed on to the club to form the Des Piltz Library.

Des worked as a technician for the Defence department on what were at that time extremely sensitive projects and he was not able nor willing to talk about what he was doing.

Des was dedicated to his children Neal and Lynette and Neal can recall Des bringing home a Cherry Ripe chocolate bar for them every Friday night after work.

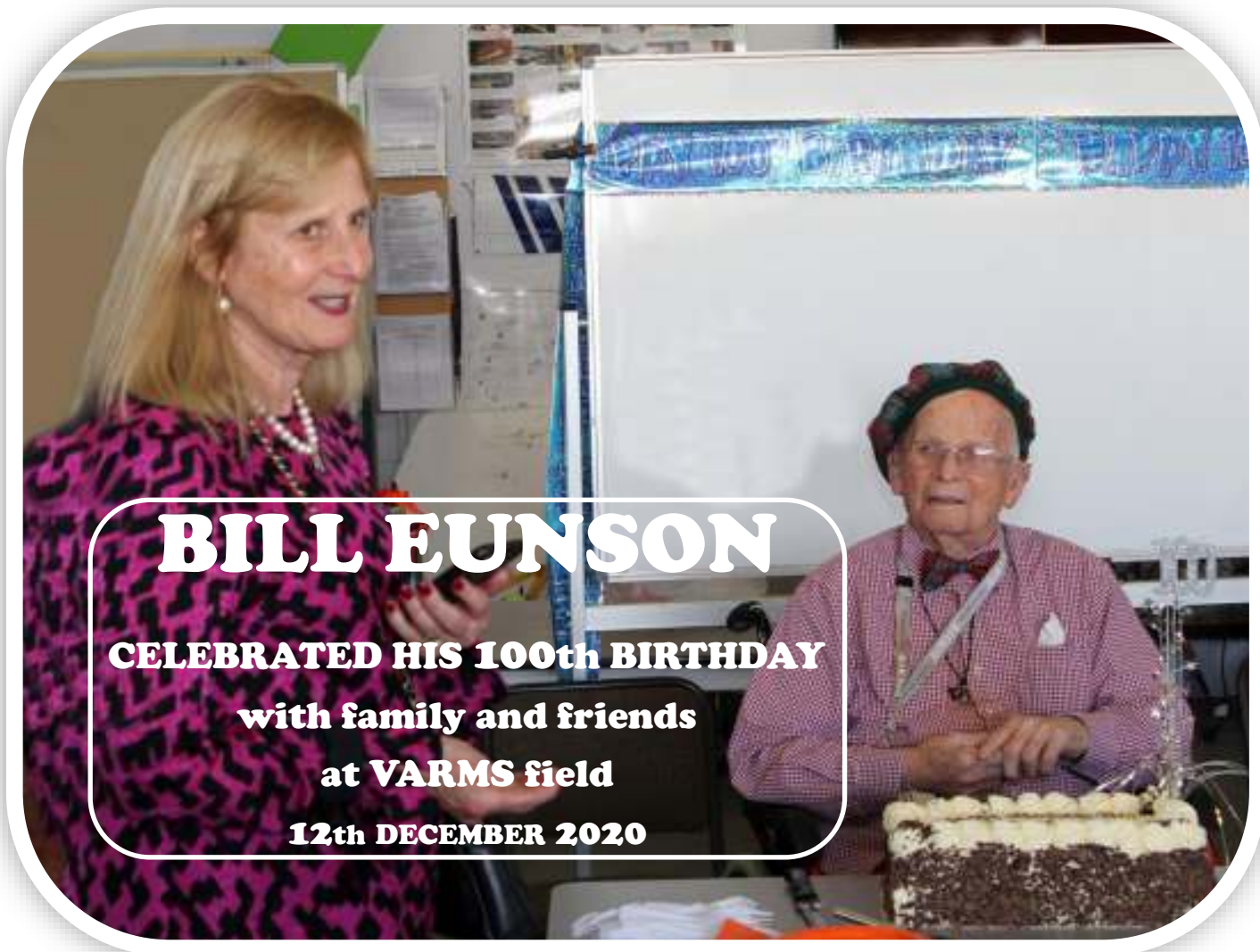
The return to Henty saw Des immersed in model aircraft and after helping with the formation of the Wagga model club he joined the Twin Cities club where he enjoyed the friendship of the members and the coffees at the Ripe Tomato.

Although Des did not want anyone to attend his last farewell, he would surely be surprised at the level of esteem in which he was held.



Ken Osborne, Bob Parker and Des Piltz attending a Twin Cities Seaplane Day at Table Top Reserve in October 1995.





**BILL EUNSON**  
**CELEBRATED HIS 100th BIRTHDAY**  
**with family and friends**  
**at VARMS field**  
**12th DECEMBER 2020**

While Bill's actual birthdate is December 15th Saturday the 12th of December was a more suitable day for a celebration at the VARMS field and this was demonstrated by the large gathering of his fellow aeromodellers accompanied in many cases by their wives. The weather was perfect for flying and Bill was suitably entertained by several flights of large gliders towed to altitude by Steve Malcman with his powerful tow plane.

Christened Wilfred (*but generally known to his friends as Bill*), Bill lived his early life in Footscray with his wife Gladys and the latter part at Bellbird Corner, Blackburn, surrounded by native fauna and his beloved bellbirds. Bill and Gladys met through their shared interest in scouting, in which they were involved for many happy years. Gladys sadly passed away twelve years ago and Bill now resides at the Arcare facility in Malvern East, close to his daughter Lyn who ensures that he receives the best of care.

Bill was first bitten by the modelling bug at an early age when, as a boy in Footscray, he lived near a quarry and rather than slide down the slopes as the other kids did he decided to build a small glider fired from a catapult and trimmed to come back. This successful operation then led to more advanced rubber powered models.

After leaving school Bill got a job working for a radio repair and electronics company. His job as a junior on a meagre wage was to polish the Bakelite cabinets of the reconditioned radios and to carry out minor repairs as necessary. This gave Bill the opportunity to dabble in early r/c and he joined the Western Suburbs Associated Aeromodellers. Hobby shops were in short supply in those days and Bill had to ride his bicycle from Footscray to the city where a couple of shops

supplied the necessary items that he required. He later became a lifelong friend of the Hearn brothers who by then had opened shops in Collins and Flinders Streets.

When WWII involved Australia Bill went to work with Commonwealth Aircraft Corporation at Fisherman's Bend helping in the war effort as a supervisor on the production line building Wackett, Wirraway, Boomerang and Mustang aircraft. After the war he went into partnership with his brother and started a woodworking and fine furniture business but unfortunately the partnership did not last and when Bill decided to move on he joined the Wattyl Paint Company as the senior salesman promoting their stains and paint products

From 1958 to 1961 Bill was president of the VMAA and during this time he organised and ran the Echuca Nationals. In 1958 he won the State Championship for r/c flying a "Waveguide" built from a plan in "Aeromodeller" magazine. Bill was a founding member of the MARCS club, serving on the committee and as the news editor, producing an excellent newsletter on MARCS activities for many years. During that same period Bill was conducting aeromodelling building classes at the West Footscray YMCA at night for anyone that was interested.

In the mid 1960's the eastern suburbs looked inviting so Bill and Gladys moved to Blackburn and it wasn't long before he became a member of the LDMFA and VARMS while continuing his long association with the scout movement where he had become District Commissioner of West Footscray.

When previously working with wood at his former business Bill developed a love for sailing boats and was a member of the Sorrento Yacht



Club for over forty years where he taught boat construction and sailing skills to young and old alike, leading by example by building five catamarans himself. Sadly Gladys passed away some years ago but he can still reflect back to memories of the great times they had together — in particular when they packed the caravan and headed to Camperdown for their holidays with other VARMS members and their families — you can still see a distant look in his eye and a smile on his face when recalling those happy days.



Bill with Betty Hearn, wife of the late Keith Hearn, at MARCS field celebrating the Keith Hearn Day in 2001.



Bill is greeted by Lew Rodman on his arrival at the VARMS Field for his 100th Birthday celebration.



Bill in earlier days at the Lilydale field with his favourite "Dennyplane Junior" model.



Bill surrounded by his friends (from left) — Ilse Gottschalk, Ron Hickman, Peter Cossins, his daughter Lyn, Marie Rodman and Isabelle Anderson.



Bill in 2010 with an electric powered sport model at VARMS field.



Bill with friends (from left) — David Anderson, John Gottschalk, Peter Cossins, his daughter Lyn, Marie Rodman, Isabelle Anderson, Ian Lamont.





A group of aeromodellers' wives (from left) — Ilse Gottschalk, Melba Favalaro, Isabelle Anderson, Marie Rodman. David Anderson and Keith Schneider keeping an eye on the proceedings while sitting at the rear.



Bill, in 2010, flying at VARMS with the assistance of John Gottschalk.



Bill making a vigorous attack on his large Birthday Cake.



Dave Weller and Greg Egan with the Birthday Boy.



Lew Rodman and Melba Favalaro serving the Birthday Cake in the VARMS clubroom.



# YARRA VALLEY MAC CHRISTMAS PARTY 2020



As you may have noticed Bill Wheeler is a regular contributor to AMN with reports on aerobatic and scale events attended by Bill and his son Daniel. Just prior to Xmas I received an invitation to attend the Xmas Party at their Yarra Valley club which was also a farewell gathering as both Bill and Daniel are relocating to Queensland early in the new year. While we are losing Bill and Daniel from our local flying meetings I hope that their move will become a source of more modelling news from the top end of our continent.

This was a long awaited flying opportunity after our long lockdown and proved to be an excellent day with only a slight cross wind to keep the flyers on their toes.

With many family groups attending there was not a lot of flying and socialising was more the order of the day but it was evident that the model flyers were enjoying the long awaited loosening of our long lockdown.



Peter Feller's ARF Hangar 9 Carbon Cub. This model is 1/5 scale, 2.29m wingspan and powered by a DLE 20 petrol engine. The Cub is very well finished as are most Hangar 9 models.



Graham Jenner's Super Piper Cub is a 1/6 scale foam ARF with a wingspan of 1.7m.



Daniel Wheeler tends his fleet flying wings and a discus launched glider.





Peter Feller's Boeing 737 is a foam ARF powered by two 70mm diameter electric ducted fans.



David Nicholls Spitfire is an ARF by Sportsman Aviation. The model has a wingspan of 1.6m and is powered by an ASP 91 four stroke engine.



David's Spitfire on its only flight, a heavy landing damaging the retractable undercarriage.

From left — Mario Schembri, Bill Wheeler and David Anderson.



Peter Feller had this interesting r/c paraglider on display but the breeze in the afternoon was too strong to attempt a flight .





Daniel Wheeler presented David Nicholls with a gift in recognition of his many years of voluntary service with the Yarra Valley club.

# Bill Wheeler's



## NEO Stage. BIP

Late in 2019 I was at an F3A event at P&DARCS. There was a bi-plane there that caught my eye, elegant lines and available as a kit. Its owner David Gibbs told me all about it and as it turned out Tom Bloodworth, David Creed and others have also built one.

After a few words with the Minister for Everything, I ordered one from RC Japan. The plane is a NEO Stage.BIP and the specifications are -

Length	1995mm
Wingspan	1800mm
Weight	4.6 -- 4.9kg
Power	F3A electric motor
Radio	6+ channels

The kit arrived after about a week and is jam packed with laser cut balsa, two sheets of CAD drawn plans and colour scheme information. Also included are a carbon fibre cowl, top wing fairing and canopy; and build instructions (with pictures) in Japanese. David Gibbs did say there's a build thread online from a Japanese modeller but so far, I have hardly used it. The build is straight forward, and I have used translation apps to confirm my thoughts a couple of times.

Additional parts required to complete the model include -

- NEO carbon undercarriage legs
- NEO carbon spats
- NEO carbon spinner
- Motor unit
- Linkages
- Receiver and six servos

The first thing I needed to do before commencing gluing parts together was to build a fuselage assembly fixture. This comprises a piece of chipboard 1800mm long by 450mm wide. I made some adjustable clamps from MDF, held in place by 1/4" nuts and bolts. As big as it is, it will also be useful for future scale projects.



The clamps align with the fuselage frames of the model with their distance set either side of a centreline on the fixture by measurements taken from the plan. Being laser cut, the build of the fuselage progressed quiet quickly and I soon found myself with nothing more to add to it.



Future models likely to be built on it may require the clamps to be moved to new locations to suit the size of the fuselage. Having marked out the Stage's fuselage stations and positioned them from there, it is quite an easy process to do something similar for any model. There are blocks held in place with double sided tape to accommodate the rear fuselage sloping up towards the fin post.

With the fuselage assembled, I had to move on to either the wings or the tailplane, fin and rudder. I chose the latter as they are small parts and are, with the exception of the rudder, built in assembly cradles to aid alignment and build accuracy. What a great idea these cradles are!

For the fin and tailplane halves I managed to get away with pinning the cradles to the building board rather than gluing them together. Not so with the wings as the panels are brought together in their cradles for final assembly. The upper wing has anhedral built in while the lower wing is assembled to be flat.



As can be seen in some of the pictures, the parts have been lightened to the nth degree. None of this balsa is 'hard' and the completed model, all 1995mm wingspan of it, will weigh less than 5kg with two 5S battery packs. There's a lot to learn here in design and building for scale aircraft.





The tailplane is all moving, pivoting on a carbon tube.

The wing panels have three sheets to assemble for each side of the four panels. Care must be taken to ensure each piece is correctly glued to its neighbour as they are all different. The lower sheet panel is then pinned into the wing cradle and assembly can begin.



Look at all that lightness! The ailerons are cut from the wing panels once they are completed.



I had to make use of a Japanese to English translation app. The build manual text was translated to English and I wrote this into the build instructions.

Fortunately, we males generally work better from drawings than written instructions and everything went together well.



The top sheeting was held in place with masking tape while the glue dried.



Once the aileron spars were added and the wing tips sanded to shape, all work stopped on the model and I turned my attention to completing my son Daniel's Yak 55.



Anhedral is added by placing a piece of wood under the centre of the cradles as the panels are joined.

I expect work on the Stage to resume in February with some filling, addition of the wing bandaging and a general tidy up ready for covering.

**Bill Wheeler**



Indoor flying has resumed again, albeit with limitations on the number of people allowed in the respective venues, and I was able to squeeze in a morning visit to the Mullum Mullum Sport Centre at Donvale in early December before presenting in the early afternoon for a medical consultation and a blood test. *The flying meeting was much more interesting than the visit to the doctor!*

Indoor Aviation has four flying sites located at Donvale, Knox, Waverley and Frankston and maps showing each location can be found on their website at <http://www.indooraviation.com/>

The website also includes a programme for the venues and a lot of other interesting information for those considering joining the indoor group.



Tim Morland, Lew Rodman and Greg Egan in a group discussion.



David Anderson tried a test flight of his multi-wing model but only managed to dislodge the motor and with no suitable glue available that was the end of the testing. The model did look capable of flight for a short time so it seems promising.



Tim Morland, Andrew Halstead, Colin Ellis, Laurie Clark, Ron Van Bemell and Greg Egan watching as Ron's X450 Aviator demonstrates its manoeuvrability.



Among Andrew Halstead's planes was an electric powered and r/c controlled version of a rubber powered free flight model published in the July 2020 AeroModeller called A3XB. Andrew built his model on the day that he got the magazine, using Depron as the building material (mostly 3mm thick).

The model is powered and controlled by the motors/radio from a C-17 which are available as spares. The motorised version of the A3XB has a span of 530mm (21ins) and weighs 29 gm ready to fly with a 200mah 1S Lipo battery. The CG is located exactly on the join between the fore and main body parts (same as the rubber-powered version).

There is also a 2/3 size version called A2/3XB which is 320mm span, 9.5 gm flying weight and takes its power and control system from a KF606 (or GA202, which seems to be identical apart from colour and price).



Andrew's A3XB model and the donor C-17.



Andrew's r/c version of the A3XB in flight..



A pair of scratch built models by Colin Ellis (left) and Laurie Clark (right).



Ron Van Bemel's Boeing 787 is from Banggood. The model is 550mm wingspan with elevators for pitch control and two ducted fans for thrust and yaw control.

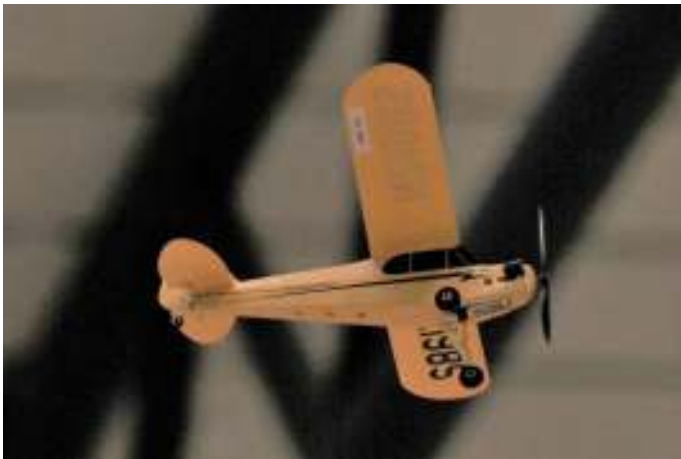




John Gottschalk's Aeronca Champion in flight.



I missed out on the name of the owner of this model.



David Anderson's Piper J3 Cub.



Ron Van Bemell flying his 450mm wingspan Banggood X450 Aviator.



Ron's X450 is a very versatile machine that can be flown as a helicopter, drone or conventional aircraft at the flip of a switch.



Ron was also flying this T- 28 Trojan. It's a nicely detailed scale model that flies very well.







***CONTROL LINE***  
*and*  
***FREE FLIGHT***  
*at*  
***DONCASTER MAC***

A couple of calm sunny days in mid-January saw activities increase at the Doncaster field as control line flyers and free flyers gathered again after spending most of 2020 confined to their workshop.

The control line group is slowly increasing as a few more of the old timers who cut their modelling teeth on this form of our hobby return to try their hand at flying in circles.

The calm conditions also brought out the free flyers who took advantage of the absence of r/c models to extend their flying to all parts of the field.



David Covosso's "Chief" in flight.



A very nice version of the Bob Palmer "Chief" flown by David Covosso.



Douglas Rochlin, Alan Edhouse and David Nobes relaxing in the shade at the control line circle.





Greg Stanfield assisting Kevin Walker with his reproduction of the rubber powered Keil Kraft "Senator".



Graham Watson and his fleet of rubber powered models.



Tim Cooper launching his Peanut Scale Fokker E.III.



Tim Cooper launching his Peanut Scale Messerschmitt Bf.109.



Landon Flere with his expertly constructed rubber powered duration model.



Kevin Walker launching his Keil Kraft "Senator".





Kevin Walker flew this replica of the "Dragon Stunt" built and flown by his father while stationed at Da Nang during the Vietnam war. Kevin's new model is powered by the OS engine which also powered the original plane.



Steve Valle's "Flight Streak" control line model.



Tim Cooper's Peanut Scale model of the Messerschmitt BF109.



Peter Lemm returning his model to the pits.



Tim Cooper winding the rubber motor in his Peanut Scale Fokker E.III. Peanut Scale models are an indoor model class and are limited to 330mm wingspan. They may have little or no dihedral, depending on adherence to the design of the full sized aircraft, so dead calm conditions are required for successful outdoor flying.





Greg Stanfield sorting out a blown up rubber motor. Greg was using a winding tube so there was no damage to the model. Breaking a fully wound rubber motor can do a lot of damage to a fragile fuselage built from sticks and tissue.



The last model built by the late Ken Taylor, now owned by Cliff McIver and powered by an OS 25 engine, it gets around the circle very quickly.



Kevin Fryer with a scaled down, electric powered "Lanzo Bomber" old timer and Cliff McIver with his electric powered aerobatic biplane.



# FOR SALE



CM PRO AT-6 Texan ARF 2.09m wingspan. Eligible for Texan racing when fitted with a 1.20 c.i. two stroke engine.

**\$400**

Contact Ian Lamont  
Email: [ianrlamont@bigpond.com](mailto:ianrlamont@bigpond.com)  
Mob: 0415 927 565 after 5:00pm



# FOR SALE



MIDWEST AT-6 Texan kit with alternative fibreglass cowl and wheel well. Pneumatic retracts. 2.09m wingspan for 120 engine. Good scale model or Texan Racer.

**\$600**

Contact Ian Lamont  
Email: [ianrlamont@bigpond.com](mailto:ianrlamont@bigpond.com)  
Mob: 0415 927 565 after 5:00pm

# FOR SALE



Lightweight model trailer, interior dimensions 2680 long x 1150 wide, 240v power connection, interior light, spare wheel.

**\$750**



Contact John Lamont at Mob: 0415 384 823

**VICSCALE**  
**SUNDAY 28TH FEBRUARY 2021**  
**9AM START**  
**VMAA STATE FIELD**  
**DARRAWET GUM**



THIS WILL BE OUR FIRST CAMP FOR A LONG WHILE.  
 FIC  
 FIB  
 &  
 FLYING OVER  
 BYO EVERYTHING AS WE ARE UNABLE TO  
 OPEN THE CANTEN



**47<sup>th</sup> Annual Leura Fun Fly**  
 Brought to you by:  
 Corangamite Model Aircraft Club  
 Sat 27<sup>th</sup> - 28<sup>th</sup> February 2021  
 Camperdown Race Course, Victoria





Everyone welcome  
 All models and types welcomed  
 MAAA rules apply  
 Food & Drinks Available

Plenty of parking at field and local  
 accommodation available over the  
 weekend.  
 Gold coin donation on entry

Contact: Greg 0427 657 736  
<https://www.facebook.com/greggms>  
<http://corangamite-model-aircraft-club.business.site/>

**Warrnambool Model Aircraft  
 Club Fun-Fly Weekend**  
**Sat 20th and Sun 21st March**  
**2021**

All modellers and model types welcome.  
 Free camping is available with hot showers.  
 The field is located at  
 330 Officers Lane Kororoit.





If you would like to arrive  
 on the Friday please let us  
 know so we can have the  
 field open for you!

Food and drinks available all weekend.

Contact See: Rod Mitchell 0423 964 781  
 Pres: Harry Knights 0429 848 461



**P&DARCS**  
 Peninsula and Districts Aircraft Radio Control Society



**Monty Tyrrell Memorial Scale Rally Sunday March**  
**28<sup>th</sup> 2021**  
 Field Location: Woor Bl. Carletons, (500 East of Melbourne) Vic



All Scale Aircraft welcome, ARF, Kit built does not matter, just come.

P&DARCS have excellent facilities, including long and wide grass runways and several 12  
 and 240 volt electric charging stations.  
 Come and have a great days flying.

- Flying starts at 9:00am.
- Excellent Trophies & Prizes
- No documentation required – just fly and have fun.
- Bring lots of aircraft, any size any type, just scale!
- MAAA cents and Blood Pendants must be signed.
- See web site: [www.pdarcs.com.au/only](http://www.pdarcs.com.au/only) for more information.

Come for a great days flying at a great field.

**\$5 per car entry/registration fee for pilots and spectators.**



Invitation by the Society of Antique Modellers of Australia  
SAM CHAPTER 1788 to the



### 39th SAM 1788 Old Timer Championships

at  
CANOWINDRA

EASTER 2021

31<sup>st</sup> March to 5<sup>th</sup> April, 2021

#### PROGRAM - 2021

##### Wednesday 31 March

Setup Day, Control line, Sport Flying and RC Training. — Bagwood

##### Thursday 1 April

9.30am to 11.30am SAM Championships Scrutineering and Registrations. — Bagwood  
9am - 12 Noon Control Line, Phantom and Champ Racing. — Bagwood  
1pm R/C Old Timer Glider. — Bagwood

##### Friday 2 April

8.30am to 10.30am Late Model Scrutineering and Registrations. — Bagwood  
(Otherwise by appointment with Dave Brown or Committee Member)  
9am R/C Cabin/Sports Model (designed before 1960) Scramble. — Bagwood  
10.30am 1/2A Texaco. — Bagwood  
1pm Nostalgia. — Bagwood  
6pm sharp SAM 1788 Annual General Meeting (Lucky door Prize) — CWA Hall  
Blatchford Street, Canowindra

##### Saturday 3 April

9am Gordon Burford Event. — Bagwood  
12 Noon Lunch. — Bagwood  
1pm O. T. Texaco. — Bagwood  
6.30pm BBQ, Buy, Sell & Swap Meet. — Bagwood

##### Sunday 4 April

9am R/C '38 Antique. — Bagwood  
12 Noon Lunch. — Bagwood  
1pm Duration. — Bagwood  
6.30pm for 7pm Presentation Dinner and Raffle. — Canowindra Services & Drivers Club  
93 Beakill Street, Canowindra.

##### Monday 5 April

9am Zcc Old Timer Duration. — Bagwood  
12 Noon Lunch. — Bagwood  
12.30pm Standard Duration. — Bagwood

#### NOTE:

Previous year's arrangements for no on field catering of lunch during the week and for the Saturday evening BBQ will be continued. Flyers and assistants will need to provide their own lunches on all days. Coffee, tea and cold drinks will be provided throughout the day and one to be paid for as an honour system. Similarly, the Saturday evening BBQ will not be professionally catered. BBQs will be supplied. Please bring your own meat. Some salads and coleslaw and buns will be provided but feel free to also bring your own.

The Registration fee of \$25 includes a donation of \$5 to the Canowindra Hospital as well as the supply of salads, coleslaw and buns for the BBQ.

**\*\*Important:** For the Presentation Dinner: if you have any special dietary requirements could you please let Peter know in advance so he can inform the caterer. Please email Peter at: waterbee@bigpond.com or telephone: 0412 632 470.



### 39th SAM 1788 Old Timer Championships

CANOWINDRA

31<sup>st</sup> March to 5<sup>th</sup> April, 2021

Competitor Details and Entry Form

Name: \_\_\_\_\_ SAM No: \_\_\_\_\_ MAAA No: \_\_\_\_\_

Address: \_\_\_\_\_ Postcode: \_\_\_\_\_

Phone No: \_\_\_\_\_ (home) \_\_\_\_\_ (work) \_\_\_\_\_ (mobile)

Email Address: \_\_\_\_\_

#### FUN EVENTS

(Please tick events - No entry fees)

\_\_\_ C/L Phantom/Champ Racing

\_\_\_ R/C Cabin Scramble

Frequency: \_\_\_\_\_

#### R/C OLD TIMER EVENT Frequency

(Please tick Events and supply Frequency)

\_\_\_ R/C Old Timer Glider

\_\_\_ 1/2A Texaco

\_\_\_ Nostalgia

\_\_\_ Gordon Burford Event

\_\_\_ O. T. Texaco

\_\_\_ R/C '38 Antique

\_\_\_ Duration

\_\_\_ Standard Duration

\_\_\_ Zcc Old Timer Duration

**Models will be Scrutineered at Registration. Please bring your models and their related plans.**

#### COMPETITOR'S OFFICIAL STATEMENT OF AGREEMENT

I agree to abide by the R/C O/T Glider Rules as set out in the MAAA Inc. Official Rules, 2017, and any local rules or requirements laid down by SAM 1788. I agree to compete in a sportsman-like manner and to accept the Contest Director's decision in any matter arising out of the conduct of this Championship. I am a fully paid up member of an MAAA Inc. club and also a financial member of a SAM Chapter. If you are not a member of a SAM Chapter you can join SAM1788 for \$20 at Registration.

**YOUR CURRENT MAAA MEMBERSHIP CARD MUST BE PRODUCED AT REGISTRATION.**

SIGNED: \_\_\_\_\_ SAM CHAPTER: \_\_\_\_\_

#### ENTRY FEES AND DINNER TICKETS

\*\* Presentation Dinner Tickets must be pre-paid for catering purposes.

Registration Fee \$ 25.00

Presentation Dinner Tickets\*\* @ \$30 each \$ \_\_\_\_\_

EVENT ENTRY FEES:

(Maximum Event Fees \$50 - Juniors are Free)

No. of Events @ \$10 \_\_\_\_\_ \$ \_\_\_\_\_

TOTAL FEES \$ \_\_\_\_\_

Please make cheques payable to SAM1788 or Direct Deposit to BSB: 032 527 Account: 14 4170 Use your MAAA number as the deposit reference.

#### CLOSING DATE FOR ENTRIES Friday 20 March, 2021

Send Entries with payments to: Dave Brown  
Entrées Coordinator  
31 Lane Street  
WALLERAWANG NSW 2845  
Direct all Enquiries to Dave Brown - Telephone: Home: 02 6395-7298 Mobile: 0402 858 588

# VMAA Trophy Weekend

01 to 02 May 2021

*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 allow 111 events. Activities have been reduced to 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.)

**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.org.au](http://www.vmaa.org.au)**

The event will be held at **Walls Field Aerodrome, WA**. Catering provided both days with camping facilities available. Based on COVID19 Restrictions. **01300 622000 - Mervyn, Monday 24 April 2021.**



If you need further information, please contact the VMAA CD: Joe Finocchiaro on Mobile: 0418 878 158, email [contestdirector@vmaa.com.au](mailto:contestdirector@vmaa.com.au)



#### Trophy Events:

- Hel/Dress Linbe (over event)
- Bomb Drop
- Fun Scale
- Helicopter (lined event)
- Thermal Soaring
- Scale Aerobatics
- Electric Glider
- Fun Fly
- Sports Linbe
- Musical Landings
- Combat

## VICTORIAN FLYING SCALE AIRCRAFT ASSOCIATION



The next round of the VFSAA Vicscale trophy will be held at the Valley Radio Flyers in Shepparton on June 12<sup>th</sup> - 14<sup>th</sup>. Join us for a weekend of flying and take the opportunity to gain some knowledge from the best of the best in the scale flying community. All categories will be catered for from FAC (Ian Watts perpetual trophy), F4H (Clive Butler perpetual trophy) and flying only (allowing the entry of ARF aircraft). If you wish to try out the competition arena or just want to brush up your scale flying skills, this is the event for you. All levels of flyers are welcome and you must be a current MAAA member. Heavy model permits are required for large models over 7 kgs according to the MOP.

Camping is available at the field or grab a room at the Peppermill Motel in town and join in for a meal, and a social chat on the Saturday night.



The flying schedule and online entry form can be downloaded from the links below and be returned to Noel Whitehead at [noelw26@gmail.com](mailto:noelw26@gmail.com)

Full details of the maneuvers and the official FIA scale rules can be found on the VFSAA website at [www.vfsaa.org](http://www.vfsaa.org)





















































