

Issue No. 72

AUSTRALIAN MODEL NEWS



October 2021

From the Editor

Our State Premiers have done it again -- the Victorian "Short, sharp, ONE week Lockdown No.6" is now into its seventh week and, together with border closures by other states, has played havoc with plans for the re-opening of our flying events throughout what used to be known as the Federation of Australia. My home city of Melbourne is about to claim the dubious title of "the longest locked down city of the world" and it's a very gloomy picture for the rest of the year as events are already being pushed back into 2022.

Unfortunately this is now reflected in AMN and the October issue is very light on news and information although I'm grateful to those who have been able to contribute to the contents.

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 —

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Visit our website at -

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

On the Cover.

Brian Laughton's "Lanzo Bomber" Old Timer climbing away in the 2016 Roy Robertson Memorial event.

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**'GOLDEN WEST' OLD TIMER COMPETITION AT PARKES MAC
MONTY TYRRELL MEMORIAL SCALE RALLY AT P&DARCS**

MODEL AIRCRAFT PRECISION AEROBATICS

A Guide for Beginners and Improvers

Peter Jenkins



This book is a guide both for beginners as well as improvers to model aircraft precision aerobatics, or F3A, competition focused on the UK. However, it is just as relevant anywhere else in the world as the issue of how to control an aerobatic model aircraft is not limited to a single geography! If you are not interested in entering competitions, this book will bring you some of the knowledge and techniques that you would only pick up by attending them. If you are sufficiently disciplined in your flying, there is no reason why you should not reach a good aerobatic standard after following the advice and guidance contained in this book.



Peter Jenkins has been flying model aircraft since he was a teenager but only entered aerobatic competitions just over 10 years ago. He has organised and run a number of introductory courses to coach newcomers to start and others to improve their aerobatics. He continues to organise aerobatic competitions for the GB National League and to act as Contest Director. He is a qualified instructor and examiner for the UK's largest model flying association, the BMFA of which he was a Director for 6 years. He has also held a private pilots' licence and flew and instructed on full size gliders for many years. Peter currently flies the FAI(P) schedule in domestic competitions in GB.



"I received information on this book from the UK author Peter Jenkins. From his description and the accompanying reviews from other parts of the world the book appears to be of value to both aspiring aerobatics flyers and to those who just want to set up their model for maximum performance. It might be a worthwhile Xmas present!"

This book is a guide both for beginners as well as improvers to model aircraft precision aerobatics, or F3A, competition focused on the UK. However, it is just as relevant anywhere else in the world as the issue of how to control an aerobatic model aircraft is not limited to a single geography! If you are not interested in entering competitions, this book will bring you some of the knowledge and techniques that you would only pick up by attending them. If you are sufficiently disciplined in your flying, there is no reason why you should not reach a good aerobatic standard after following the advice and guidance contained in this book.

In short, this is the book I would like to have had when I took up aerobatics and first entered competitions. If like me, you have wanted to take up precision aerobatics but couldn't find any resources to help you, this is the book for you.

The book covers the basics of starting aerobatic flying, from when you have just gone solo, to helping you to get ready to take up the challenge of flying in aerobatic competitions.

The book contains advice on how to set up your aircraft covering for example: centre of gravity position; engine/motor thrust lines; and control throws. It then takes you through the basics of aerobatic manoeuvres with both diagrams and words. Once over this initial phase, you will get much more detail about set up and trimming as well as how to fly large smooth manoeuvres ultimately taking account of the impact of the wind on the flight.

The book contains a chapter on mini training schedules that allow you to build up your skills before describing how to fly the entry level aerobatic competition schedule used in Great Britain. Finally, I have included references to how you can access the resources to help you to progress from a practical flying viewpoint.

Refer to the Amazon website for the price and details on how to obtain this book --

https://www.amazon.com.au/MODEL-AIRCRAFT-PRECISION-AEROBATICS-Beginners-ebook/dp/B0916LR1H9/ref=sr_1_2?dchild=1&keywords=precision+aerobatics&qid=1624228756&sr=8-2

The book is usually printed on demand, a function that has only just become available in Amazon Australia. It can take up to 10 days to arrive after ordering.



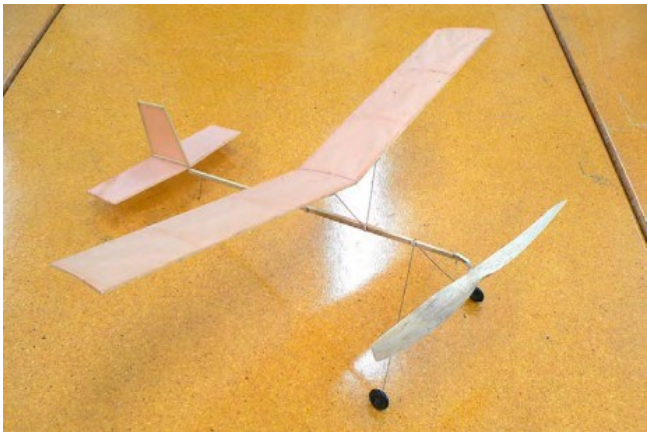
**FREE FLIGHT MODELS
IN
NEW ZEALAND**



A "Hangar Rat" and Modelair "Hornet" by Brendon Neilson.



Brian Howell's canard pusher is a proven indoor flyer.



Bill McGarvey's Modelair "Trainer" is very similar to the more modern "Hangar Rat".



Bill McGarvey's "Flying Flea" was built by Bryan Marsh.



Busy preparations taking place at some of the tables at Hamilton.



This partly built electric r/c "Stearman" was passed on to Paul Evans by Keith Williamson.



John Swales with his "Hangar Rat".



Brendon Neilson and Ricky Bould discussing Dave Crook's "Hangar Rat".



Stan Mauger's APS MP Jet diesel powered "Tomboy" and Redfin .06 diesel powered, reduced scale "Frankenstein" were trimmed and flown at Hoteo.



Martin Evans' "Coronet" vintage model in flight at Hoteo.

Bill Wheeler's

ANSALDO A.1 "BALILLA"



The **Ansaldo A.1**, nicknamed "Balilla" after the Genoan folk-hero, was Italy's only domestically-designed fighter aircraft of World War I to be produced in Italy. Arriving too late to see any real action, it was however used by both Poland and the Soviet Union in the Polish-Soviet War of 1919–1921

The A.1 resulted from ongoing efforts by the Ansaldo company to create a modern fighter. The SVA.5 had proved unsuitable in this role, although it made an excellent reconnaissance aircraft and had been ordered into production as such. Ansaldo engineer Giuseppe Brezzi revised the SVA.5, reducing the size of the upper wing, and replacing the SVA's transverse Warren truss interplane struts, which had eliminated the need for spanwise-exposed flying and landing wires, with conventional wire braced struts. While this produced more drag, it increased the stiffness of the wing structure, improving manoeuvrability. Engine power was increased to 150 kW (200 hp) and a safety system to jettison the fuel tank through a ventral hatch (in case of onboard fire) was installed.

The first prototype was completed in July 1917, but air force acceptance took until December. Test pilots were not enthusiastic. While they found a marked increase in performance over the SVA.5, the A.1 was still not as manoeuvrable as the French-built and designed types in use by Italy's squadrons, most notably the Nieuport 17, which was also produced by Macchi in Italy. This resulted in a number of modifications, including a slight enlargement of the wings and rudder, and a further 10% increase in engine power. This proved satisfactory to the air force, and the modified A.1, designated A.1 bis, was ordered into service with 91 Squadriglia for further evaluation. Reports from pilots were mixed. While the fighter's speed was impressive, it still proved to be too unmanoeuvrable and difficult to fly. Nevertheless, with an urgent requirement to replace obsolete fighters in service, the air force ordered the A.1 regardless.

The first of an original order of 100 machines entered service in July 1918. The A.1's were kept away from the front lines and mostly assigned to home defence duties. In the four months before the Armistice, Italian ace Leopoldo Eleuteri scored the only confirmed aerial victory in an A.1, over an Austrian reconnaissance aircraft.

It was during this time that Ansaldo engaged in a number of promotional activities, including dubbing the aircraft as *Balilla*, flying displays in major Italian cities, and in August donating an example to Italian aviator Antonio Locatelli as his personal property amidst a press spectacle. (This latter publicity stunt backfired somewhat when one week later a mechanical fault in the aircraft caused Locatelli to make a forced landing behind enemy lines and be taken prisoner).

Despite all this, the air force ordered another 100 machines, all of which were delivered before the end of the war.

At the time of the Armistice, 186 were operational, of which 47 aircraft were ordered to remain on hand with training squadrons, and the remainder were to be put into storage.

General characteristics

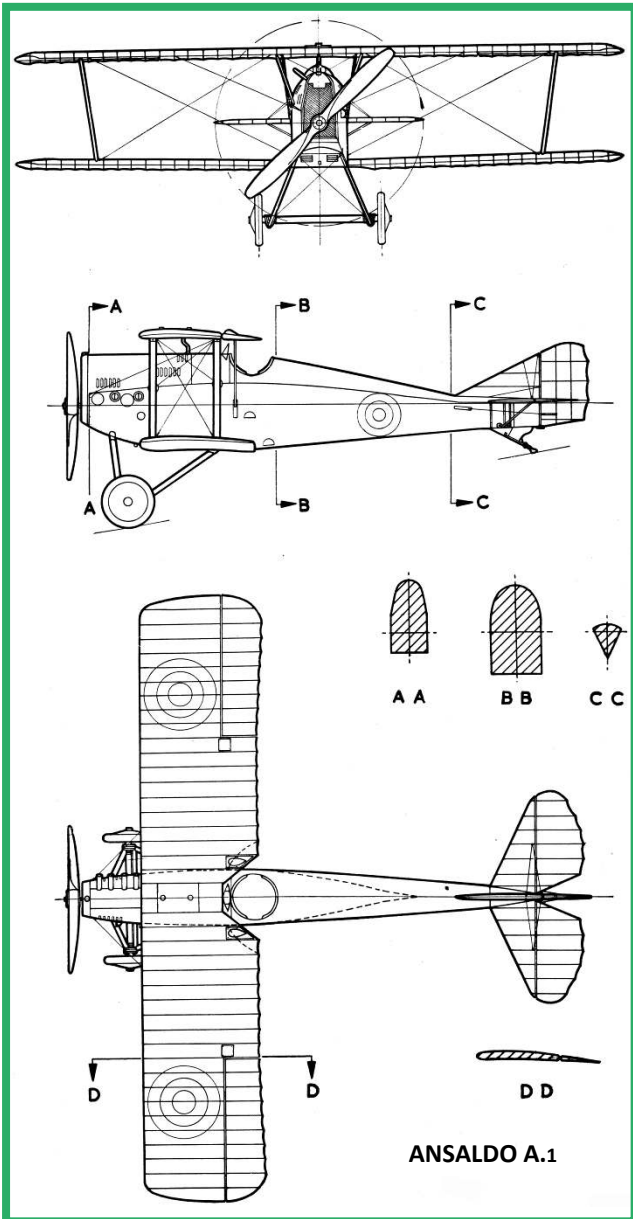
Crew:	one pilot
Length:	6.84 m (22 ft 5 in)
Wingspan:	7.68 m (25 ft 2 in)
Height:	2.53 m (8 ft 4 in)
Wing area:	21.2 m ² (228 sq ft)
Empty weight:	640 kg (1,410 lb)
Gross weight:	885 kg (1,950 lb)
Powerplant:	1 × SPA 6A piston engine , 164 kW (220 hp)

Performance

Maximum speed:	220 km/h (140 mph, 120 kn)
Range:	660 km (410 mi, 360 nmi)
Service ceiling:	5,000 m (16,400 ft)
Rate of climb:	2.7 m/s (520 ft/min)
Armament:	2 × synchronised .303 Vickers machine gun



The A.1 was used mostly for home defence and the types one confirmed victory was over an Austrian reconnaissance aircraft.



THE MODEL

I started this build back in 2013 from a free plan in the English Scale International (1999) magazine. Designed to 1/6 scale it has a span of 1320mm (52") and is powered by an OS 52 four stroke engine. It was the colour scheme more than anything that attracted me to it. The full size Ansaldo A.1 "Balilla" s/n 16553, is currently held by the Bergamo Museum of History and under restoration by GAVS Turin. The restoration was completed in 2003 and enough restoration pictures were available to complete the model.



Camouflaged upper wing surface of the aircraft on display at the Museum.

Originally the fuselage was sheeted with 0.8mm ply which proved way too heavy. The nose weight required to balance the model resulted in it hurtling down the runway and not taking off. The model then sat for a few years gathering dust. After moving into our new house, I removed the ply from the fuselage and re-sheeted it with 0.4mm. This resulted in a lot less nose weight and, although slightly tail heavy, a flight that resulted in only minor damage on landing. The lower wings required replacing and have been remade, adding a little strength to their root ribs. It is currently having the new lower panels finished before taking to the air once more.

The attached photos are of the model as it was before the new panels. All marking were hand painted with cardboard stencils being cut to produce St. George. It would be an easy model to enlarge to 1/4 scale to make a change from the regular Fokker D.VII's and Sopwith Pups that proliferate the 1/4 scale WW1 models.

Bill Wheeler



A lot of quite intricate camouflage and markings on the fuselage and flying surfaces.



Almost ready for another test flight.

Wayne Harrison's

TRAVEL AIR MODEL R

MYSTERY SHIP



Back in Issue 64 of AMN I published details of the Travel Air Mystery Ship that was then under construction by Wayne Harrison. Wayne has in fact built two models of this aircraft -- one of 1.7m wingspan powered by a Saito 120 three cylinder, four-stroke, radial engine, and a second, scaled up version, with a wingspan of 3m and powered by a Roto 85 inline, twin four-stroke engine. Both models are nearing completion and should be flying shortly.



The 1.7m wingspan model built from the original plan together with the scaled up 3m version.



The scaled up model is almost complete.

Due to an editorial error the program for the Golden West Old Timer weekend in November has been corrected.

Gordon Burford Event will be the first competition on Saturday with **best 3 of 4 rounds**.

'38 Antique event will be the second competition on Saturday with **best 2 of 3 rounds**.

Duration, the third event on Saturday remains unchanged, **best 3 of 4 rounds**.

Sunday's events remain unchanged.

I will advise when the on-field camping costs for this year are known etc., once I hear back from the Parkes club.

Contact for information is now - Peter (Condo) Smith - 0423 452 879

See the corrected advert for the Golden West Old Timer Competition at Parkes on 13-14 November 2021 below.

Golden West Oldtimer Competition - Parkes

Parkes Miniature Aero Club Inc. - Nelungaloo Field

13-14 November, 2021

**** On field catering both days and camping on field ****

Campers please note: power, toilets and hot showers are now available in the amenities block. Please let John Watson know (0427 522 920) if you intend to camp so he can open up Friday night.

**Saturday: 9.30am Start: Gordon Burford, best 3 of 4 rounds
'38 Antique, best 2 of 3 rounds
Duration best 3 of 4 rounds**

**Sunday: 9:30am Start: 30 minute Cabin Scramble,
1/2A Texaco best 3 of 4 rounds
Texaco best 3 of 4 rounds**

Get together in Parkes Saturday Night

For further information contact Peter (Condo) Smith - 0423 452 879

Note: Modellers must produce a current MAAA membership card.

West Wyalong National Championships

Hi All,

The Covid -19 situation with the Delta variant infections in NSW and subsequent state lock-downs has created an impossible situation for the National Championships to go ahead in September 2021.

The Championships are postponed to late December 2021 (28th-29th) to early January 2022. A new program will be issued in due course as soon as site bookings can be confirmed.

Please advise all accordingly, the same conditions apply as for the previous postponement.

Terry Bond (Organiser)



P&DARCS

Pakenham and District Aircraft Radio Control Society



Monty Tyrrell Memorial Scale Rally Sunday March 27th 2022

Field Location; Wenn Rd. Cardinia, (50K East of Melbourne)



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 240volt 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 cards and Model Permits must be sighted.
- See web site, www.pdarcs.com.au/monty , for more information.
- Covid Rules apply

Come for a great days flying at a great field.

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

OLD TIMER ENGINES FOR SALE

CS Replica ED Hunter 3.5 cc diesel	- \$100	- bench run only and in good condition. I have replaced some of the screws with 3 mm socket heads. Compression is good.
K & B .40 N.I.B. with muffler	\$160	- postage included. Excellent condition.
OS .40 H N.I.B. with muffler	\$160	- postage included. Excellent condition.
OS .40 H N.I.B. with muffler	\$160	- postage included. Excellent condition.
OS .40 H little running	\$150	- postage included. Very good condition.
OS .40 HP Pylon tuning	\$ 75	- postage included. OK condition with OK compression.
Taipan 2.5 c.c. diesel – restored	\$250	- postage included. Good condition.
OS .19 good condition	\$ 50	- postage included. Has a baffle in exhaust for throttle control.

These are motors that I had at Canowindra last Easter. If anyone wants to view the motors please contact me and I will send the photos through to you direct.

Contact

Max Newcombe
mnewc@bigpond.com
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Home: (08) 8562 1471

FOR SALE



Great Planes "Seawind"

Airframe only, floated but never flown, 1.8m (71") wing span. Suit engine 11.5 to 15cc four stroke or equivalent electric. Weight 5.55kg.

\$300

CONTACT

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