

Issue No. 73

AUSTRALIAN MODEL NEWS



DECEMBER 2021

From the Editor

After the better part of two years we might be finally returning to something approaching normality in our daily lives and the pursuit of our hobby.

Considering the failure of our state government with its scatter gun attempts to assert control over the population and the continued spread of Covid-19 I remain sceptical regarding their current plans for extended power. We might eventually see the future that lies before us when and if our political masters deign to take us into their confidence.

Modelling news is still hard to find but events are starting to be scheduled again. Hopefully 2022 will allow us to open our flying fields and once again enjoy the camaraderie that existed prior to Covid-19.

Sadly I have to advise that Paul Winter and John Gottschalk, two of our steadily decreasing number of older modellers, have passed away in the last few weeks after sustaining falls from which they were unable to recover. They will be missed by their friends and fellow modellers.

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.

David Balfour's Curtiss J-1 Robin on a landing approach.

Contents

3. **PAUL WINTER 1948 - 2021**
4. **JOHN GOTTSCHALK 1930 - 2021**
5. **DAVID BALFOUR'S CURTISS J-1 "ROBIN"**
7. **WAYNE HARRISON'S CORBEN "BABY ACE"**
9. **2021 FLOAT FLY AT TWIN CITIES MAC**
12. **FREE FLIGHT MODELS IN NEW ZEALAND**
14. **QUEENSLAND PRECISION AEROBATICS**
16. **QUEENSLAND STATE F3A AEROBATIC CHAMPIONSHIPS**

COMING EVENTS

1ST WEST WYALONG NATIONAL CHAMPIONSHIPS

MONTY TYRRELL MEMORIAL SCALE RALLY AT P&DARCS

40TH SAM 1788 OLD TIMER CHAMPIONSHIPS AT CANOWINDRA.

PROPOSED NSW OLD TIMER CALENDAR FOR 2022



Paul's sudden passing at a relatively early age came as a shock to his friends in aeromodelling and the following is an extract from a writing received from Darryl Gunst on Paul's life in aeromodelling and the Salvation Army

"It is an honour and a privilege to pay tribute today to a very special person who was remarkable in so many ways. Paul Winter was such an individual. He achieved many awards, two of which are most notable, Life Member of MARCS and President of the Model Aeronautical Association of Australia.

Paul's interest in aeromodelling commenced at the age of 14, flying control line models in the back paddocks of Sunshine, Victoria. In 1971 he became involved in control line again with the Control Line Aero Modellers Club until he changed over to radio control in 1974 and flew with a few people on a remote paddock at Epping.

Paul's main interest in aeromodelling for the past forty plus years was scratch building and flying all types of scale models, from small control line models to mammoth radio-controlled models.

Paul retired in July 2006 having served with the Salvation Army as a Minister of Religion for forty-two years. During that time he held various management positions and was involved with people and organizational duties. Paul also carried out duties as a minister to his church and one outstanding achievement that must be mentioned was his organising and physical input for the Salvo's toy run when hundreds of 'bikies' participated and paraded along streets in the city and Carlton to bring toys donated to the Christmas Fund.

Elected Vice-president of the MAAA in 2008, Paul kept abreast of new trends in aeromodelling, and their incorporation into the MAAA system, whilst maintaining the high standard and safety aspects of aeromodelling that the MAAA had achieved over the years. Paul was elected to the Presidency of the MAAA in 2012 and carried on this great work while overseeing the many changes required to overcome obstacles as they presented."

Aeromodelling has lost a dedicated scale builder and enthusiastic flier.



Paul was a member of the MARCS club for many years before joining the Northern Flying Group at Darraveit Guim.



Paul's Piper Cub was a 1/4 scale replica of a full size aircraft located at Ridell's Creek airfield.



Paul's Fairchild PT-19 .



John Gottschalk passed away in November 2021 and his funeral service was a family affair so I have only my own recollections of John to draw on for this obituary.

John was an accomplished builder and a long time member of the VARMS club and the VFSAA special interest group, flying large scale gliders and powered models. In his later years he continued with the Indoor Aviation group flying small electric powered models at various locations around the suburbs of Melbourne.

John had recently moved into an aged care facility where he sustained a fall from which he was unable to recover.



John with his last large scale model, a Fokker D.VI built to his usual high standard.

David Balfour's

Curtiss J-1 Robin



The **Curtiss Robin**, introduced in 1928, was a high wing monoplane built by the Curtiss-Robertson Airplane Manufacturing Company. The Robin, a workmanlike cabin monoplane, had a wooden wing and steel tubing fuselage. The cabin accommodated three persons with two passengers seated side-by-side behind the pilot.

General characteristics

Crew: 1

Capacity: 2 passengers / 425 lb (193 kg) payload

Length: 25 ft 9 in (7.85 m)

Wingspan: 41 ft 0 in (12.5 m)

Height: 7 ft 10 in (2.4 m)

Wing area: 262.5 sq ft (24.39 m²)

Empty weight: 1,475 lb (669 kg)

Fuel capacity: 50 US gal (42 imp gal; 190 l) fuel; 5 US gal (4.2 imp gal; 19 l) oil

Powerplant: 1 × Curtiss OX-5 V-8 water-cooled piston engine, 90 hp (67 kW)

Propellers: 2-bladed fixed pitch propeller

Performance

Maximum speed: 99.7 mph (160.5 km/h, 86.6 kn)

Cruise speed: 85 mph (137 km/h, 74 kn)

Landing speed: 45 mph (39 kn; 72 km/h)

Range: 785 mi (1,263 km, 682 nmi) cruising; 580 mi (500 nmi; 930 km) at full throttle

Service ceiling: 12,500 ft (3,800 m)

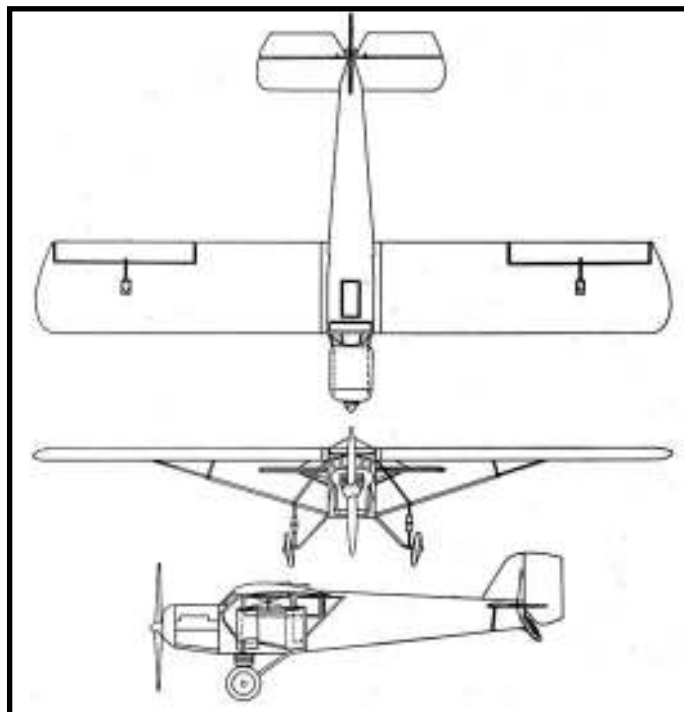
Rate of climb: 450 ft/min (2.3 m/s)

Wing loading: 8.2 lb/sq ft (40 kg/m²)

"WRONG WAY CORRIGAN"

Douglas Corrigan, the last of the early glory-seeking fliers, took off from Floyd Bennett field in Brooklyn, New York, on a flight that would finally win him a place in aviation history.

Eleven years earlier, American Charles A. Lindbergh had become an international celebrity with his solo non-stop flight across the Atlantic. Corrigan was among the mechanics who had worked on Lindbergh's "*Spirit of St. Louis*" aircraft, but that mere footnote in the history of flight



3-view of the Curtiss J-1 Robin with the Curtiss OX-5 90hp V-8 engine.



The aircraft Curtiss Robin "St. Louis" (right) during a record endurance flight 13-30 July 1929, at St. Louis, Missouri, flown by Dale Jackson and Forest O'Brine for 17 days, 12 hours, 17 minutes.

was not enough for the Texas-born aviator. In 1938, he bought a 1929 Curtiss Robin aircraft off a trash heap, rebuilt it, and modified it for long-distance flight. In July 1938, Corrigan piloted the single-engine plane non-stop from California to New York.

Although the transcontinental flight was far from unprecedented Corrigan received national attention simply because the press was amazed that his rattletrap aircraft had survived the journey.

Almost immediately after arriving in New York, he filed plans for a trans-Atlantic flight, but aviation authorities deemed it a suicide flight, and he was promptly denied. Instead, they would allow Corrigan to fly back to the West Coast, and on July 17th he took off from Floyd Bennett field, ostentatiously pointed west. However, a few minutes later, he made a 180° turn and vanished into a cloudbank to the puzzlement of the few onlookers.

Twenty-eight hours later, Corrigan landed his plane in Dublin, Ireland, stepped out of his plane, and exclaimed, "Just got in from New York, where am I?" He claimed that he lost his direction in the clouds and that his compass had malfunctioned. The authorities didn't buy the story and suspended his license, but Corrigan stuck to it to the amusement of the public on both sides of the Atlantic.

By the time "Wrong Way" Corrigan and his crated plane returned to New York by ship, his license suspension had been lifted, he was a national celebrity, and a mob of autograph seekers met him on the gangway.

The Model

David's 1/4 scale model was developed some 23 years ago from a 3-view and has a wing span of 3m. Powered by a Bryson 38cc petrol engine it's a very stable flyer and despite the complex landing gear and wing struts has never sustained any damage over that long period of time



David Balfour with his model of the Curtiss Robin.



David's model of the Curtiss J-1 Robin with the Curtiss OX-5 90hp V-8 engine.



"Wrong Way" Corrigan and his trans-Atlantic Curtiss J-1 Robin.



This Curtiss Robin Model B, owned by a resident of Patterson Lakes, Victoria, was recently photographed at the Traralgon airfield in Gippsland, Victoria. Powered by a Wright R-540 Whirlwind radial engine it's a rare bird.

Wayne Harrison's

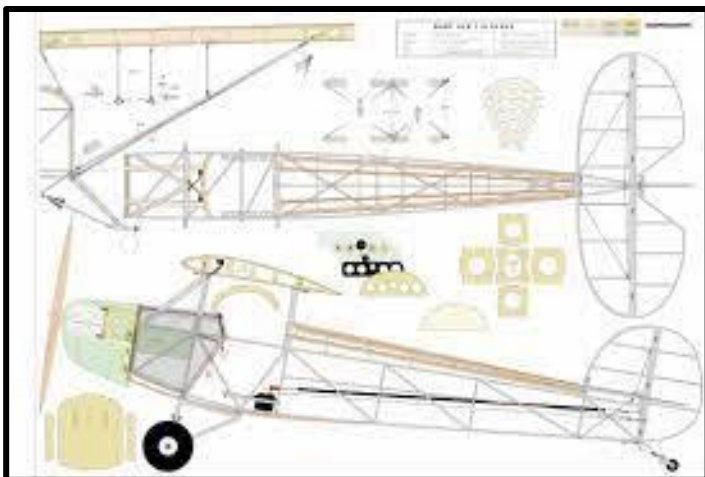
Corben "Baby Ace"



The **Ace Baby Ace** was the world's first aircraft to be marketed as a homebuilt aircraft when plans were offered for sale in 1929. Plans are still available and Baby Aces are still being built today. Orland Corben designed a series of aircraft for the Ace Aircraft Manufacturing Company, the Baby Ace, Junior Ace, and Super Ace. Corben's name was associated with the aircraft, and it is commonly known as the *Corben Baby Ace*.

It is a single-seat parasol wing monoplane of conventional tail dragger configuration although individual examples have been configured with tricycle landing gear. The fuselage is of fabric-covered tubular construction and the wings are wood. The first example flew with a Heath-Henderson B-4 modified motorcycle engine. A variety of aircraft powerplants may be used, typically in the 50-75 kW (65-100 hp) range. Examples have been built using 70 hp Corvair engines.

The Baby Ace kits and production models were constructed in Madison, Wisconsin. In America, state and federal laws banned homebuilding and flight in uncertified designs from 1938. In 1948, experimental aircraft were allowed to be built again in America. In 1952 Paul Poberezny, founder of the Experimental Aircraft Association bought the rights to the Ace aircraft for \$200, and produced a sub-\$800 Baby Ace that was featured in *Mechanix Illustrated*. The series of articles were in conjunction with a CAA effort to revitalize American aviation by promoting amateur built aircraft.



A 1958 Baby Ace is currently the oldest Canadian homebuilt aircraft flying.

General characteristics

Crew: 1

Length: 5.4039 m (17 ft 8.75 in)

Wingspan: 8.05 m (26 ft 5 in)

Height: 2.0257 m (6 ft 7.75 in)

Wing area: 10.43 m² (112.3 sq ft)

Performance

Maximum speed: 180 km/h, (110 mph) at sea level 48 kW(65 hp) engine at maximum take-off weight

Cruise speed: 160 km/h (100 mph) 87kn to 169 km/h (105 mph) 91kn max

Take-off run: 61m (200 ft)

Landing run: 76m (250 ft)

Stall speed: 55 km/h, 30 kn (34 mph)

Range: 350 mi (560 km, 300 nmi) with max fuel

Service ceiling: 4,900 m (16,000 ft)





The Model

Wayne scratch built his model from a plan by American modeller Bob Upton. The model of this very popular homebuilt is 1/4 scale at 2m wingspan and it's powered by an ASP 91 four stroke engine.



The wing has lot of area but not much dihedral.



The nicely detailed cockpit.



The "Baby Ace" taking off on its test flight.

TWIN CITIES FLOAT FLY



ALBURY 2021

After many false starts, the TCMAC Floatplane event finally happened. Over the past few years this event has been challenged by lack of water at the Tabletop Reserve and, of course, Covid. The weather for the weekend did not look promising with 80% chance of up to 15mm of rain forecast. For this reason the planning and promotion was kept to a minimum.

Friday started off fine with a few pilots enjoying fairly good weather up until around 2.30pm when the weather changed. Saturday saw challenging conditions with whitecaps on the water and a few unfortunate incidents mainly due to the weather conditions. A fierce storm blew up on Saturday evening.

Things fortunately changed for the better on Sunday. The weather was perfect, the weir was very calm and the water smooth all day. Some light cloud cover toned down the heat and the conditions were very pleasant.

Thank you to those who contributed to the weekend and we can only hope for a bigger and better event next year

Report by Alwyn Brunton

Photographs by Dan Davies



Peter Graeber's scratch built Sikorski S-43.



Tony Gyoles about to take off with his Sea Dart.



A group of happy pilots.



Chris Henry checking his large "Ugly Stick".



Roly Gaumann's "Ranger".



Adeh Becker's "Super Cub".



Geoff Williams enjoying a successful flight as Mike Guinness looks on.



Roly Gaumann's "Ranger" climbs away after a low pass.



Tony Gyoles 40 size "Sea Dart" on a fly by.



Dan Davies, a first time float flyer.



Peter Graeber's Sikorski S-43 flying boat.



A feathered friend crosses the circuit.



Roly Gaumann on a landing approach with his "Ranger".



Mike Guinness's Puddle Twin XL.



The New Zealand Modellers have been enjoying freedom a little longer than we in Australia and the free flighters have started to fly their new models.



Ricky Bould's VMC Cessna 140 that awaits trimming. It was a very quick build and weight has come out at 24 gm.



Don Spray has two models ready for testing, his Stinson Reliant and Hawker Hurricane. The Stinson was built from an enlargement of a Peerless plan. His Hurricane is from an enlarged Doug McHard plan in the Flying Scale Models of WWII Model Builder plan book.





George Fay has been quietly working away at both repairs and new projects. He has found time to repair both his 1.22m wingspan Curtiss Robin and smaller Kawasaki Tony. These are both rubber powered and are excellent flyers. Recent new models, all for rubber power, include a Spitfire, Corsair, SE5a and Albatros.



Ricky Bould's Miles M18 is ready for some testing.



John Macdonald's Gloster Grebe was built for a Cox Pee Wee .020. The models in the foreground are a 1/24 Cleveland Fokker DVII (left) and a Diels Boeing F4B2 fuselage (right).



In exchange for the plans of his Jetex Hawker Hunter Don Spray gave John MacDonald a Peanut scale Clipped Wing Cub kit. John's daughter asked if she could build a model and was handed the kit. She has built and completed this, 100% 'all her own work'.

Queensland Precision Aerobatics

9th, 10th October 2021, at SAAMBR



The Sports Aeromodellers Association Moreton Bay Region (SAAMBR) kindly gave up their field at Burpengary, just north of Brisbane for this event. For your scribe the journey from Tin Can Bay couldn't be easier. Drive to Gympie turn left. Drive for an hour and a half, turn left at Uhlmann road and down near the end of the road was the field.

There were three Sky Leaf Leader's out for their first competition flown by Peter Pennisi and Aaron Garle in Masters and Steve Johnson in F3A. Mark Hu flew a Kunzit in F3A and loaned the model to junior Cody Hoal flying in Advanced. Cody was one who had come across from IMAC to try F3A. Mark Hu of VLV had donated a ToolkitRC M6D Dual smart charger as a 1st place prize in Sportsman, how cool's that!

The weather was glorious and set to be a fantastic weekend. There were twenty-two entrants across all classes for Saturday and sixteen for Sunday. Run by super CD Simon Atkinson and his Notaumatics guru sidekick James McAllen we were set for a great weekend. My son and I had not flown at this field before but there was plenty of room and a slight crosswind; just like being back in the Yarra Valley but with sunshine. There were seven entries in my Sportsman class which is brilliant with one or two coming across from IMAC to give F3A a go. I have spent four years in Sportsman, and this is the first time I have seen so many in the class.

I was first up for the day and halfway through the flight my left thumb unplugged itself and the model did a couple of strange things but by the second flight things had settled down. Daniel was also flying my Vanquish in the F3A class having originally flown his own Vanquish up to F3A level for a couple of years. As old as the design is, it had no problem handling the P23 schedule.



He did suffer a glitch or two which caused him to abort his first flight. I swapped out his LiPo and UBec for my 6v NiMh pack and all was right with the world once more.

The wind varied its direction throughout the day giving everyone something to think about. It was great to see the F23 schedule being flown by the two entrants in the Masters class, Peter Pennisi and Aaron Garle. There was some discussion afterwards as to whether they should include unknowns in one of their rounds.

At the end of the day the results were as follows

Sportsman

1. Bill Wheeler
2. Jonathan Daniels
3. Stephen Daniels

Advanced

1. George Falcon
2. Peter Brown
3. Cody Hoal

Expert

1. Darren Lawson
2. Byron Webb
3. Michael Haines

F3A

1. Mark Hu
2. Simon Atkinson
3. Steve Johnson

Masters

1. Aaron Garle
2. Peter Pennisi

Sunday was pretty much a repeat of Saturday, glorious weather and me kicking off proceedings, unfortunately on landing the model found a pothole and broke the undercarriage mount on the port side which not only curtailed my flying for the day but also Daniel's. Nothing left to do but chill and enjoy the flying and company! There was some discussion of a fourth round but all agreed finishing around 3:30pm would be ideal for those with a drive ahead of them.

Once the final flight was done and dusted, the results were as follows.

Sportsman

1. Mack Dodd (Jnr)
2. Bill Wheeler

Advanced

1. George Falcon
2. Cody Hoal
3. Peter Brown

Expert

1. Michael Haines
2. James McAllen
3. Darren Lawson

F3A

1. Mark Hu
2. Simon Atkinson
3. Steve Johnson

Masters

1. Aaron Garle
2. Peter Pennisi

An excellent weekend, thanks to the SAAMBR club for allowing the use of the field for the weekend. Thanks to Simon and James for the organisation and running of the event. Roll on the State Championships in November .



The Queensland F3A State Championships



Toowoomba 20th – 21st November 2021

I think I must start out by saying the F3A r/c Aerobatics is very healthy here in Queensland. We have a great bunch of flyers across all classes including a varying mix in Sportsman class depending on competition location. The competitions are CD'd by Simon Atkinson and supported by James McAllen at the controls of the Notaumatics scoring system.

This year the Masters event (four rounds of P23 and two rounds of F23) had four entrants two of whom had been practising the more demanding F23 schedule on their simulator and at the field. With the F3A World Championships to be held in Australia in 2023 interest in competing for a team place require entrants to be competent in F23. Below the Masters group we have three entrants in the F3A class, six in Expert, two in Advanced and four in Sportsman.

This year's event was at the Toowoomba club with Friday being given up to practise for those who could get there. Camping at the field was permitted and three entrants took up this option, Saturday night's meal was to be at a Thai restaurant in Toowoomba; what more could you ask for?

Saturday's weather was near perfect conditions with flying starting at 8:00am and four rounds completed by about 4:30pm. Sunday started at 7:00am with the aim of finishing by mid afternoon giving people time to get back home at a reasonable time. For Daniel and I that was a four hour drive back to Tin Can Bay. As the cloud increased through the day, the slight breeze of Saturday abated to nothing, near perfect flying conditions.

Bill Wheeler



Sportsman section from left - Peter Pennisi (QPA President), Stephen Godbold 2nd, Jason Wadman 1st, Bill Wheeler 3rd, Simon Atkinson (QPA CD).



Expert section from left - Peter Pennisi (QPA President), Darren Lawson 2nd, Byron Webb 1st, James McAllen 3rd, Simon Atkinson (QPA CD).



Advanced section from left - Peter Pennisi (QPA President), Peter Brown 1st, Simon Atkinson (QPA CD).



F3A section from left - Peter Pennisi (QPA President), Daniel Wheeler 2nd, Simon Atkinson 1st, Ross Ward 3rd.

RESULTS

Sportsman	1. Jason Wadman	2. Stephen Godbold	3. Bill Wheeler
Advanced	1. Peter Brown	2. George Falcon	
Expert	1. Byron Webb	2. Darren Lawson	3. James McAllen
F3A	1. Simon Atkinson	2. Daniel Wheeler	3. Ross Ward
Masters	1. Aaron Garle	2. Peter Pennisi	3. Steve Johnson

An excellent competition run by Simon and James. Great camaraderie from all the flyers with their thanks to the Toowoomba club for giving up the weekend to the event.



Masters section from left - Peter Pennisi 2nd, Aaron Garle 1st, Steve Johnson 3rd, Simon Atkinson (QPA CD).

FOR SALE



ULTIMATE AMR

1.02m (40") wing span, weight 1.1kg.

Aircraft fitted with servos, motor and speed controller. All you need is a receiver and battery.

\$275

CONTACT

David Anderson

E-mail: davidandisy70@gmail.com

Phone: 0467 646 935

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 14 between his only entered aerobatic competitions just over 10 years ago. He has organised and run a number of introductory courses for coach members in club and clubs, to improve their aerobatics. He has also organised aerobatic competitions for the UK National League and to act as Contest Director. He is a qualified instructor and examiner for the UK's largest model flying organisation, the BMAA of which he was a Director for 6 years. He has also held a private pilot licence and flew and instructed on full size planes for many years. Peter currently flies the FAI/F3A schedule in domestic competitions in GBR.



"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.

PROPOSED OLDTIMER COMPETITION CALENDAR 2022.

West Wyalong Nationals, 28th December, 2021, to 4th January, 2022.

Orange Old Timer Event, 12th-13th February, 2022.

Oily Hand Cowra. 2nd-3rd April, 2022.

SAM 1788 Champs, Canowindra. 13th April to 18th April, 2022.
(See Entry Form.)

New England Gas Champs, 18th-19th June 2022.

Saturday: Burford 3/4, '38Antique 2/3, Duration 3/4

Sunday: 1/2A 3/4, Texaco 3/4, 30 minute Cabin Scramble.

CD: Condo, Garry Whitten.

West Wyalong Old Timer, 8th-10th July, 2022. (3 days if glider included)

Friday: 1.30pm Oldtimer Glider.

Saturday: Burford, Duration.

Sunday: 1/2A Texaco, Texaco, 30 minute cabin Scramble.

CD: Condo or Peter Scott.

Coota Cup, 2nd-4th September, 2022.

Friday: 1.30pm Oldtimer Glider.

Saturday: Burford 3/4, Nostalgia 2/3, Duration 3/4.

Sunday: 1/2A Texaco 3/4, Texaco 3/4, 30 minute Cabin Scramble.

(Note: Nostalgia does not count towards Top Gun Trophy.)

CD: Condo or Peter van de Waterbeemd.

West Wyalong Old Timer, 21st-23rd October, 2022. (Alternative dates.)

Golden West Old Timer, 12th-13th November, 2022.

Saturday: 2cc 2/3, Burford 3/4, Duration 3/4.

Sunday: 1/2A Texaco 3/4, Texaco 3/4, 30 minute Cabin Scramble.

CD: Condo.

Condo.

25/11/2021

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



40th SAM 1788 Old Timer Championships

at
**CANOWINDRA
EASTER 2022**

13th April to 18th April, 2022

PROGRAM - 2022

Wednesday 13 April

Setup Day, Control line, Sport Flying and RC Trimming, Bogwood

Thursday 14 April

9.30am to 11.30am SAM Champs Model Scrutineering Bogwood
9am - 12 Noon Control Line Phantom and Champ Racing Bogwood
1pm R/C Old Timer Glider. Bogwood

Friday 15 April

8.30am to 10.30am Late Model Scrutineering
(Otherwise by appointment with a Committee Member) Bogwood
9am R/C Cabin/Sports Model (designed before 1960) Scramble Bogwood
10.30am 1/2A Texaco Bogwood
1pm Nostalgia Bogwood
8pm sharp SAM 1788 Annual General Meeting (Lucky door Prize) CWA Hall
Blatchford Street, Canowindra

Saturday 16 April

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

Sunday 17 April

9am R/C '38 Antique, Bogwood
12 Noon Lunch Bogwood
1pm Duration, Bogwood
6.30pm for 7pm Presentation Dinner and Raffle Canowindra Services & Citizens Club
93 Gaskill Street, Canowindra

Monday 18 April

9am 2cc Old Timer Duration Bogwood
12 Noon Lunch Bogwood
12.30pm Standard Duration Bogwood

NOTE:

*** Previous year's arrangements of no on field catering at 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 are to be paid for on an honour system.
Similarly, for the Saturday evening BBQ some BBQs will be supplied. Please bring your own meat. Some salads and coleslaw and buns will be provided but you can 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.
*** The 40th Championship shirts (mens and womens) have been separately organised and paid for. Contact Peter van de Waterbeemd with payment before 25 February 2022.
*** **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: peter_condo@yahoo.com.au or telephone: ph 0423 452 879



40th SAM 1788 Old Timer Championships
CANOWINDRA
13th April to 18th April, 2022
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
..... ½A Texaco
..... Nostalgia
..... Gordon Burford Event
..... O. T. Texaco
..... R/C '38 Antique
..... Duration
..... Standard Duration
..... 2cc Old Timer Duration

**COMPETITOR'S OFFICIAL STATEMENT
OF AGREEMENT:**

I agree to abide by the R/C Oldtimer 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 along with your 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 \$

Direct Deposit to BSB: 032 527 Account: 14 4170
Use your MAAA number as the deposit reference.
Must send proof of deposit with entry Form.

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

Late entries accepted only in exceptional circumstances. A late entry fee of \$40 will be charged and donated to the Hospital.

CLOSING DATE FOR ENTRIES Friday 4 April, 2022

Send Entries with payments to: Peter Smith
Entries Coordinator
PO Box 898
PARKES NSW 2870
All Enquiries to Peter Smith - Telephone Mobile: 0423 452 879

SCALE Aeroproducts

Plans, laser cut short kits and scale accessories for the construction of high quality scale model aircraft.

For more information refer to the **SCALE Aeroproducts** web site at

<http://www.sales@scaleaeroproducts.com.au/>



Our valued partners



Activity & Date	Local Events	Station IT/RC Index	GL Aerobatic Model/Class	GL speed AB Field/Class	GL Control and Racing AB Field/Class	FF AB Field	UIMM AB Field	FAI/FIM AB Field
Nov 20 Dec 2021			Denso Fut Fly by Day/Flac	Practice	Practice	Practice & fly by every day - use CD control	Practice	Practice
Nov 20 Dec 2021			War-400 F20 RC 1 AFNOMATICS Adv and Fly	War-400 Combustion Ignited 1pm - 5pm 2-5p Fly	War-400 Fly	F20 7.00 - 10.00 UIMM WARWARR 8.00 - 10	Practice	FFR
Dec 18 Dec 2021			War-400 F20 RC 2 AFNOMATICS Adv & Fly	War-400 F20 Fly/RC Week 152 1pm - 5pm 2-5p Fly	War-400 Fly/RC/Class	F20, F11, Vintage Warbirds Vintage Glider	War-400 Fly/RC/Class 4pm - 5pm Stand-off Practice	FFR
Dec 21 Dec 2021	7.00 PM Country Club RSMI Dinner, wine and Camping	Electric control line Aerobatics and F11 Practice	War-400 F20 RC 1 AFNOMATICS Adv & Fly	War-400 F20 Fly/RC Week 154 F20 Fly/RC 2pm - 5pm 2-5p Fly	War-400/Class Slow Control 2.5 Vintage & F11	War-400 F11, Open Power Fly/RC & Fly AOM 7.00pm - 8.00pm Slow 8.00 7.00 PM Country Club	War-400 Sport/Class SCRAMBL Fly/RC/Class	TBA or practice
Feb 1 line 2022	Meeting in conjunction with RSMI Dinner	War-400 F20 RC 4 AFNOMATICS Adv & Fly	War-400 F20 RC 4 AFNOMATICS Adv & Fly	War-400 F20 RC 4 Open Fly/RC/Class 2.00 - 5.00pm	War-400 Fly/RC/Class	War-400 Fly/RC/Class Fly/RC/Class	War-400 Fly/RC/Class Fly/RC/Class	FFR practice
Feb 7 line 2022		War-400 F20 RC 4 AFNOMATICS Adv & Fly	War-400 F20 RC 4 AFNOMATICS Adv & Fly	War-400 F20 RC 4 Open Fly/RC/Class 2.00 - 5.00pm	War-400 Fly/RC/Class	War-400 Fly/RC/Class Fly/RC/Class	War-400 Fly/RC/Class Fly/RC/Class	FFR
Mar 8 line 2022		War-400 F20 RC 4 AFNOMATICS Adv & Fly	War-400 F20 RC 4 AFNOMATICS Adv & Fly	War-400 F20 RC 4 Open Fly/RC/Class 2.00 - 5.00pm	War-400 Fly/RC/Class	War-400 Fly/RC/Class Fly/RC/Class	War-400 Fly/RC/Class Fly/RC/Class	FFR
Feb 9 line 2022		War-400 F20 RC 4 AFNOMATICS Adv & Fly	War-400 F20 RC 4 AFNOMATICS Adv & Fly	War-400 F20 RC 4 Open Fly/RC/Class 2.00 - 5.00pm	War-400 Fly/RC/Class	War-400 Fly/RC/Class Fly/RC/Class	War-400 Fly/RC/Class Fly/RC/Class	FFR

FREE FLIGHT DOWN UNDER

54



1st West Wyalong National Championships

West Wyalong - 28 December 2021 to 4 January 2022

Pilot Entry

Surname
Street Address
Home Phone

First Name
Town/City
Mobile Phone

FAI Number
Post Code
Email Address

Team Member Entry

Event

Team Member Name

Team Member FAI Number

RADIO CONTROL	
Gordon Burford	
Old Timer Texaco	
Old Timer 1/2A Texaco	
Nostalgia	
3B Antique	
Sport Cabin Scramble	
2cc Duration	
Standard Duration	
Duration	
Old Timer Glider	
Electric Old Timer - 1/2 A	
Electric Old Timer - Texaco	
Electric Old Timer - Height Limited	
Electric Old Timer - Vintage Glider	
Electric Old Timer - Duration	
FSJ	
FSB	
Small RC Indoor flying	

CONTROL LINE	
F2A Speed	
Combined Speed & Jet	
F2B Aerobatics Exp.	
F2B Aerobatics Adv.	
F2D Combat	
Open Combat	
Vintage Combat	
Slow Combat	
1/2 A Combat	
F2C Team Race T	
F2F Team Race T	
Goodyear T	
27/10 Goodyear T	
Open Rat Race T	
2.5cc Rat Race T	
JNR 2.5cc Rat Race T	
Vintage A T/Race T	
Classic B Team Race T	
Classic FAI T/Race T	
F4B Scale	
Vintage Stunt	
Classic Stunt	

FREE FLIGHT - Outdoor	
F1A Glider	
F1B Wakefield	
F1C Power	
F1G Coupe	
F1H Glider	
F1J 1/2A Power	
Open Power	
Open Rubber	
E 36	
Day Scramble	
Night Scramble	
Combined HLG, CLG, DLG	
P 30 Rubber	
Vintage Rubber	
Vintage Power	
Vintage Glider	
1960's Coupe	
O2 Diesel	
F4A Scale	

NEW CATEGORY
NON COMPETITION Sport / Fun Fly
Admin Fee \$50 Only - No Event fee !

FREE FLIGHT - INDOOR	
Open Rubber Scale	
Peanut Scale	
Indoor HLG	
Indoor CLG	
Hangar Rat & Hangar Rat Scramble	

**PLEASE GET YOUR ENTRY IN EARLY
to help the organisers
There will be no late entry fee**

Registrar Email Address - natsregistrar@hotmail.com

Note : Entry to any event means you will be a Friend of WW till 30/6/2022. This entitles you to use A.B. Field when arranged in advance with NSWFFS Exec

EFT Details -
A/C Name - NSWFFS Inc 1st WW Nationals
BSB - 062 336
A/C # - 1040 9062
Ref - FAI Number + first three letters of your surname

STATEMENT OF AGREEMENT:- I agree to abide by all rules laid down by the Association. I agree to compete in a Sportsman like manner & will also make myself available to assist with the running of the 1st West Wyalong Nationals if I am asked to

Cheque Details
Cheque Payee - "NSWFFS Inc 1st WW Nationals"
Postal address for Entries and/or Cheques is ;
Roy Summersby, 132 The Esplanade, Umina, NSW 2257

Payment Method (indicate via tick or cross in box)

<input type="checkbox"/>	Electronic Funds Transfer or
<input type="checkbox"/>	Cheque

Fee Calculator

Events	Qty	\$ Each	Total	Max Fee
Admin - All Entrants	1	\$50	\$50	\$50
Late Fee		\$50		\$50
Senior Events		\$15		\$50
Junior Events		\$2		\$10
Team Member		\$5		\$20
Fun Fly only		\$0	\$0	\$0
Metal Badges		\$5		
Decals		\$3		
Lamb Roast Dinner		\$20		
TOTAL				

Signed _____
PILOT /TEAM ENTRY FORM



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.

