

Issue No. 49

AUSTRALIAN MODEL NEWS



December 2017

From the Editor

After a cold, wet and windy Winter and early Spring the weather has finally improved and I now find myself almost overloaded with event reports. Thank you to those who have sent photographs and reports and please keep them coming, your efforts are greatly appreciated.

Entries for the 70th Nationals at West Wyalong are rolling in and I recommend this event to all modellers. It may be the last BIG Nats and for those who have never attended one of these events it is an opportunity to see the full scope of aeromodelling on display at one venue, something that should not be missed.

The passing of Doug Grinham in November marks the loss of another veteran modeller. Doug was one of the rapidly declining number of modellers still continuing with control line flying and will be missed by his fellow enthusiasts and competitors.

On a happier note, with fine weather arriving at last, everyone is getting the opportunity for some air time. I even had a flight with a borrowed control line model last week!

I will be back with the 50th edition of AMN in February next year so for now I wish you all a Merry Christmas and a Happy New Year!

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.

Doug Radford's 1/4 scale DH.82 Tiger Moth climbing away after take off at the 2017 Shepparton Mammoth Fly-In.

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COMING EVENTS

MFWC BIPE AND BUSH PLANE BASH

THE GRAMPIANS AEROTOW

WESTERNPORT FESTIVAL AIRSHOW

BADMAC ACTIO(N) SCALE RALLY

VMAA TROPHY WEEKEND

K&DMAC DISPLAY DAY

BADMAC MID-MAY MUSTER

70TH MAAA NATIONAL CHAMPIONSHIPS



My first memories of Doug Grinham go back to the mid 1950's when Doug was living in Colac and modellers from our district travelled to towns like Colac, Terang, Warrnambool, and Cobden to compete in the Western District Championships.

Doug was always at these events and was a top competitor especially in Stunt and Class "B" team racing. He also competed in some of the free flight events. Other early memories were competing in control line flying at Queens Park in Geelong.

Doug competed against the best stunt fliers in the land with the likes of Monty Tyrell, Tony Farnan and Don McClaren from Victoria as well as many from interstate, he was one of the top fliers at both state and national level.

Doug was a great personal friend to me for over sixty years and all of the models I have were built from plans supplied by Doug, always coming with building instructions and comments to make them perform better.

Doug was always available with helpful advice to myself and to many others, he was truly my great friend and a great competitor

David Lacey

For all the times I spent with Dougie, I never really heard much about his early days or his family. He never spoke of any brothers or sisters other than one sister, Faye, who lived in Fish Creek, South Gippsland. She lived next to the park where a couple of mates and I used to fly on Saturday mornings and one morning brought over a Demon that belonged to Doug, she said that he'd left it there after a visit and that we could have it. As I was the only one who had a motor that was suitable for it the Demon automatically became mine. After hearing of Doug from his sister, it would be another twenty years or so before I would meet him at the Camperdown Nats. He didn't compete in them but he introduced himself which is where our friendship commenced.

Doug flew both combat and aerobatics in his younger days before concentrating on aerobatics in which, by the early sixties, he had become fairly competitive. After a few years layoff he returned to aerobatics competitions in the late '70s and continued with it until his passing.

Doug designed most of his numerous models which he built accurately and finished to consistently high standards that many of us envied. His skills extended to machining where he built a number of small diesels and successfully modified motors for control-line aerobatics use.

He was a popular figure at any flying field or competition where he was always happy to help anyone having motor or model problems. He enjoyed handing out and taking a bit of ribbing - all in good nature - but could be quite forthright if he believed something was not as it should be.

His "Dougie's Days" competitions at KMAC were becoming legendary with many club members producing models which otherwise might never have seen the light of day.

Peter White



TAVAS

THE AUSTRALIAN VINTAGE AVIATION SOCIETY

www.tavas.com.au

TAVAS is the only organisation in Australia with a collection of flying WWI aircraft, from the very first fighter aircraft of that war, through to the very last, although they currently have aircraft spanning from 1901 to 1933. TAVAS is based at Caboolture, QLD and is a recognised 'Not For Profit' museum.

The Australian Vintage Aviation Society (TAVAS) received an E.III Fokker "Eindecker" reproduction by Achim Engels (Germany) which they have just finished off. It arrived as a bare shell – the fuselage, wings and tails had been constructed with fuel tanks and control wires installed, but everything else needed to be done. Founding Director Andrew Carter writes about building this WWI aircraft and the similarity to building models today.

It is incredible that in such a short space of time man went from believing that flying was impossible, to the safe, reliable, air transport we experience today. What few people realise is just how big a leap occurred during those first twenty years of aviation. Everything we take for granted today had to be learnt the hard way. Methods of construction, control and propulsion, all had to be worked out through trial, error and experimentation. The aircraft from this period are an insight to the thinking, skills and materials available at the time, yet very few of these incredible machines exist today.

The Australian Vintage Aviation Society (TAVAS), was formed to present aircraft from this unique era and fly them on a regular basis, to inspire and educate the Australian public about one of man's greatest achievements and the initial steep learning curve that got us to where we are today.

I had a very extensive modelling background prior to working on full size aircraft and for the most part, I can say that they are no different

to building a model – it's just at 1:1 scale. Apart from Fokker's aircraft (which were primarily welded mild steel tube fuselages), most WWI aircraft were built from wood and covered in linen which had to be doped to seal and make taut. The built-up structure of the fuselage and wings is really no different to the models we build (or at least



The bare bones of the Achim Engels' reproduction Fokker E.III as it arrived from Germany.

used to build before ARF). Doping the linen covering is similar to doping tissue or silk on free flight models, as you will see below with the 100% accurate Fokker E.III reproduction that we have just finished.

The engines tend to be a little different to those that we use in models. We have several rotary engines, two of them original WWI examples. These look like radial engines but instead of being fixed to the aircraft and spinning a propeller they have the propeller fixed to the engine and the entire engine spins around a crank shaft – quite an impressive sight.

I had already ordered the first of the 100 hp rotary engines that Tony Wytenburg at CAMS in NZ was making with the intention of fitting this to the TAVAS Fokker Dr.I triplane to make it more authentic.

However the engine was a copy of the exact type used in the E.III and hence the decision was made to use it in that aircraft instead.



Tony Wytenburg of CAMS running the first reproduction rotary engine at Omaka NZ.

Now that we had an engine under construction, we needed a machine gun, a propeller, instruments, a cowl and fabric covering. No problem if you are building a modern aircraft, but to keep a one hundred year old design completely authentic, I can assure you this all proved to be a massive task.

We approached Dieter Sedlbauer to construct a propeller for the rotary engine we were to receive. It needed to have a very large diameter and pitch (104" x 99 ") and, as this is the only thing that governs RPM on the monosoupape (single valve) engine, it was critical to get it right. Although Dieter had already made many propellers it was the first time he had made anything of this size and it presented many problems.

First the sheer size of the propeller meant that it required several people to glue and lay all the planks together. When finished this produced a very long and very heavy stack that took three people to lift and manipulate, run through planing machines and belt sand. In fact the propeller was at the absolute limit of what could fit through Dieter's commercial planing machine.



Yours truly sanding the blank Dieter had cut. This half a propeller is used on the cutting machine to make a full propeller with two identical blades



Planing the side of the wood, 2.8 meters long almost 60 kg and lots of effort.

Instruments were sourced from various parts of the world through contacts or on E-bay. Most weren't working or weren't quite right, many times we have had to take what we can get and our engineer, Dave Walsh, modified the internals to get it working the way we want. This needed to be done to make the cockpit look authentic to even the expert eye.

We contacted an expert welder, Mark Jackson and explained to him the problems we had in trying to obtain guns, or build them ourself (Australia has incredibly tight gun laws, even for non-working replicas). I gave Mark all the high quality three views I had of the Spandau machine gun and he had them drawn in 3D cad. From the drawings he had the parts laser cut, then welded and finished them. They are a very good quality look-alike. I was so happy with them, that I ordered a set for the D.VIII and a replacement set for the Dr.I triplane as well. Once we are making progress on the D.VII, I will have him construct a set for that also.



The assembled Spandau machine gun prior to painting, fitted to the Fokker D.VIII with belt and ammo attached.

The cowl actually proved to be the biggest problem and caused the most hassle. Firstly the size of sheet needed to spin from wasn't readily available, it was a non standard size in Australia and hence hard to obtain (although apparently quite common in the USA).

Trying to find someone who could spin that size sheet proved to be the next problem. A die must be made (from plywood) and the sheet is spun over that. This was difficult, with the first two cowls splitting before the final shape be could achieved. The third attempt was finally successful. Extra metal was welded to the spun face and the cowl measured and cut to fit, the edges were rolled together with the trenches for the locating wires.

With the cowl was in place there was a lot more work that needed to be done to the top of the fuselage between the cheek cowl. This was done in the same aluminium, but required a great deal of time and care. Due to the unusual shape it had to follow and the cut outs required for fuel and oil filler caps, ammunition feed, and fuel quantity instrumentation it had to be hand crafted.

The airframe needed to be covered. We are lucky at Caboolture in that there are a lot of people with experience in all aspects of aircraft building, including experts at modern covering. However none had any experience with fabric, or a willingness to try – I guess because the linen is reasonably expensive. The linen to cover the aircraft came from Belgium, from the same family-run business that has been producing linen for aviation use since 1910.



Covering the wing.

The first process is to get the material sewn together into 'bags' that can be slipped over the fuselage, wing or tail and just need one or possibly two ends sewn down. We had this work done at Streamline Upholstery, literally only a few minutes from our hangar, which proved incredibly helpful.

One of the most satisfying days for me, was when the first wing was being covered and during that day many TAVAS members came and participated. Once the initial fabric work had been done and everyone realised it was actually very easy to work with, people wanted to try their hand at it.

One of the main objectives of TAVAS is education, not only to show the public the aircraft and the problems the designers, builders and pilots of the time faced, but to educate current builders, and potential builders, about the lost skills that were recovered during the construction of these machines. This was the first day I had seen that taking place on a large scale and to see all these experts, learning something new and enjoying the experience, made me realise that all the effort has been worthwhile.

As is the nature with any new endeavour, there were a few mistakes made on the first wing and a lot of things I didn't like. So I re-did some of the initial work done on the second wing and then had Gordon Robinson and Nathalie Gochel assist me completing that wing and all the rib stitching in just one weekend. Nathalie proved to be very adept at this (having done much of the first wing) and ended up teaching both Gordon and I how to do it correctly.



Fitting and cutting the plastic sheet which is then used as a template to cut the linen.

The fuselage bag was also sewn up by Streamline and is an intricate piece of work. First they had to create patterns using a plastic material then cut out all the holes for fuel tank filler caps, cables, handles, foot-steps and tail skid supports. Each piece then had to be sewn together, with the bottom in two pieces which are then laced down the middle.



The wing after having been sprayed with water. Note that the fabric was sewn at 45 degrees to the wing.

The fabric, once attached to the surface, is then sprayed with water to initially pull taut – and it happens as you are watching. Once dried, it shows you what the fabric will look like when finished.

We applied the first lot of tautening dope, with a special fungicide additive which protects the fabric from mould and mildew. As the first layer goes on, the fabric becomes very slack and sags. When it dries, it pulls taut, though not as taut as it was before. Many more coats are needed before that happens.



Applying the first layer of dope to the linen surface which instantly sags, before pulling taut.

A light sanding is required after the first two coats to remove the roughness and the fabric is then stitched to each rib – it took thirty stitches per rib, with twelve ribs per wing. More dope is applied and when the fabric is taut enough, the two inch wide fabric tapes are applied over the rib stitching and the whole wing doped again.



Stitching the fabric to the ribs. thirty stitches per rib, twelve ribs per wing. Again note the seam at 45 degrees – this 'bias' gives additional strength and assists with the wing returning to neutral after warping.

A lot of leather patches were sewn to the fabric – and here we took one deviation from authentic. We used kangaroo leather. It is very high quality and easy to work with and I liked the idea of adding a piece of Australian to an otherwise all German product.

Once the covering was completed, the painting began. We have kept it in its clear doped, unbleached linen finish just as we believe it would have come out of the factory in late 1915 or early 1916.

All that was required was to apply the white square backgrounds and Maltese crosses and the individual marking for the aircraft.

Although the E.III is a German aircraft, part of the TAVAS imperative is that it should have a strong connection to Australians operating during the War. There were Turkish E.III's based at Beersheba in Palestine, some at Gallipoli and others operating in Mesopotamia during the Siege of Kut-al-Amara. This aircraft is finished as 345/16, one that was believed to have been operated at Gallipoli and most likely against Australian troops. It was flown by Hans Joachim Buddecke (amongst others) who is credited with thirteen victories. He was the third ace, after Max Immelmann and Oswald Boelcke, to earn the Blue Max (Pour le Mérite). He shot down a Farman over Gallipoli in an E.III Eindecker, bringing down the last Australian to die in that area.

TAVAS hold a Great War Flying Display annually and the next one is at Caboolture Airfield on the 21st and 22nd April 2018, with an expected crowd of over 20,000 people. That's the best opportunity to come and see these aircraft, on the ground and in the air.

Andrew Carter

TAVAS is a fully self funded, recognised 'Not For Profit' museum, which exists to educate people about early aviation and the significant part played by Australians. They are looking to obtain WWI model aircraft for display in the museum so if you have a well finished model that you would like to donate, please contact Andrew at info@tavas.com.au



The Fokker E.III "Eindecker" in flight for the first time at Caboolture.

T A V A S AIRCRAFT COLLECTION



Fokker Dr.I "Dreidecker"



Bristol F.2b Fighter



SE5a



Fokker D.VIII



Johnson monoplane



Fokker D.VII



Fokker E.III "Eindecker"



Pietenpol Aircamper

MELBOURNE MULTI-ROTOR RACING CLUB

AT

GREENSBOROUGH

I have to say that drones do not really interest me although I do admit that they have their uses when it comes to aerial photography. They are much better than fixed wing aircraft for this work and far cheaper than hiring a helicopter.

Having admitted to my prejudice I thought that in fairness I should go to this event and see what these machines can do in expert hands.

The first thing that struck me was the young age of the competitors, a reality check when compared to the usual model aircraft meeting where most of the people are in the middle to old age group. The drones are very fast and nimble, just the thing for a younger age group with very quick reaction timing and brought up on computer games. It also helps when the inevitable crashes usually result in little or no damage, allowing the racing to continue.

I had a vague feeling that I was at a computer swap meeting surrounded by computers, keyboards, electronic components and soldering irons. It was a completely different scene when compared with a model aircraft flying event.

Using first person viewing the drones are flown over a set course following a track marked on the ground. The speeds are enormous and much too fast to allow any action photography (for an old guy like me anyway!).

I could see the attraction for the younger set in the high flying speed and acrobatic challenges but it isn't aeromodelling as I have known it.



The many 240v outlets mounted in the GMAC pit shelter proved very useful for the large quantity of electronic equipment requiring a power supply.



The psychedelic treatment of this transmitter seemed to fit the theme of the event although I thought it made the auxiliary controls hard to see. However, when you are wearing a FPV headset the colour doesn't matter as you can't see the transmitter and only the sticks are used for control.



There was a noticeable lack of trailers in the carpark as the UAV's are small and don't require fuel containers, starting gear and tool kits. The drone drivers can get around with the machines and operating gear carried in the boot of their car.



The control centre for the event is all electronic.



Competitor progress and heat results are registered on a video screen.



Real time views can be relayed from the UAV camera to a video screen and recorded for review.



The shade shelters were handy when the rain showers passed through.



It's strange watching the contestants controlling their machines using first person viewing equipment when you are accustomed to very carefully watching the flight path of your aeroplane.



No need for sunglasses with FPV !



Graeme Anderson (right) and Paul McNicholl represented the more mature flyers among the many youthful competitors.

Peter Goff's **DH.82 TIGER MOTH**

CONVERSION

FOR F4H COMPETITION



I purchased a 1/4 scale Duncan Hutson Tiger Moth from well known builder Alf Williams some three years ago and have been flying the model around the scale circuit ever since. The many that have seen the model know how well it flies and looks both on the ground and in the air. I have a passion for scale competition but have had limited opportunity, with work and other commitments, to get stuck into a complete build for F4C competition.

In the meantime, I thought it would be a good idea to have a model that was competitive in F4H. I made the decision early on to refurbish the model to a standard that I believed would be worthy of a position on the F4H Australian team to the 2018 World Championships in Switzerland. If the model didn't meet this benchmark then I still had a nice competitive aircraft for our state and national level.

F4H is the new FAI 'Standoff Scale' event and the competitor, at a minimum, must have applied the finish to the model, however, eligible F4C models can enter F4H. The static judging is similar to F4C except that the model is judged only from a distance of five metres. Flight judging is the same as F4C.

I competed with the Tiger Moth at the Wagga WWII competition in April of this year and made a decision to commence the refurbishment shortly thereafter. As I stated, at a minimum I was required to apply a fresh paint scheme and markings to qualify for F4H, however, considering that the airframe was now eight years old I felt I would get a longer life and a better finish if I completely recovered the aircraft.

I wanted to maintain a military theme and had my mind set on having a camouflage-over-yellow scheme as I thought the contrasting colours would look good. The boys at Luskintyre Aircraft Restoration were kind enough to tap me on the shoulder and inform me that they were in fact restoring a Tiger Moth in that scheme.

Thankfully I live a short drive from Luskintyre so I had unlimited documentation as well as the opportunity to use the actual paint for the full size aircraft on the model.

The first step was to remove all the covering which was not only depressing but also time consuming as Alf had hand stitched the covering as per the full size. Once the model was back to bare framework it gave me an opportunity to repair any fatigue damage as well as to reshape and remake any components to match the new prototype.

I made a new rudder (typical De Havilland DNA), reshaped the undercarriage, redesigned the cowl, reshaped the wingtips and added some additional detail that was unique to the prototype at Luskintyre. I also took the opportunity to add some new electronics such as Booma RC redundancy.

Once I was happy, I recovered the model in natural linen Solartex and began the long process of stitching the fabric. This served two purposes, it looks much better and more importantly it assists in keeping the covering attached to the under camber of the wings. Then came the rib tapes followed by painting. I wanted to have the finish as realistic as possible so, with advice from Luskintyre, I applied the same method of finish to the model as was used on the full size aircraft.

First I green doped the covering around the cockpits so that this was visible when looking inside the cockpits then the entire model was painted in a base coat of UV silver. On the full size aircraft, this is done to resist UV damage to the covering when out in the weather, but it also prevents sunlight from highlighting the internal frame when in flight, an obvious giveaway when looking at a model. Next came the top coat yellow, green and brown which as previously mentioned, was provided by Luskintyre after the full size aircraft was completed. Lastly, markings and registration were applied.

For me, the hardest process was the clear coat. Most people when picturing a military Tiger Moth think of a matt finished, well-worn aircraft but VH-CXV has a satin-gloss finish and achieving the right hue can be difficult. I practiced on the cowl and after two or three coats and adding the right flattening base into the Acrylic clear, thanks more to good luck than good management I achieved the finish that I was after.

Reassembly was next after all the added detail was applied and many of the rigging wires needed remaking to regain the correct tensions. The entire process took approximately five months to complete and I actually saved 100 grams in weight by the completion of the restoration. Test flying was uneventful and, after slight re-rigging, the model flew as well as it did previously .

Since its completion, the model has earned me a place in the F4H Australian team for 2018 and has achieved second place at the NSW F4C, F4H State Championships, just short of Anthony Ogle's Nieuport 28. Anthony will also be heading back to the World Championships along with Greg Lepp flying his Bristol M-1. It's an exciting time ahead and I am privileged to have such a great opportunity to compete at the highest level with some amazing people.

So if you are thinking about F4H scale competition and have a model to which you have applied the finish, contact your relevant state scale association. It's not a daunting process, in fact it's very rewarding, and scale competition will improve your general flying. We would love to have you on board and feel F4H accompanied by the ever popular F4C category has a positive future ahead.

Happy landings.

Peter Goff



Fuselage stripped of its covering.



New cowl constructed and fabric in the cockpit area painted green.



The Tiger Moth in its original livery as it was built by Alf Williams.



Silver base coat applied to the fuselage.



Recovered and with the typical flat spot now showing on the top of the rudder.



Fuselage in its new colour scheme.



Wings stripped ready for recovering.



Upper left wing panel recovered with rib stitching and tapes.



Wings and rudder painted in a new camouflage pattern.



Scale rib stitching on the recovered tailplane.



The completed model ready for F4H competition and now representing the recently refurbished DH.82 Tiger Moth VH-CXV prototype at Luskintyre airfield.

Seymour IMAC



The Mitchell Fixed Wing Aero Club (MFWAC) hosted the ASAA Seymour IMAC event on the 14 and 15th October 2017. IMAC used to be quite active a few years ago but the numbers dropped off to nearly zero over the last five years, so to have thirteen pilots turn up to the Seymour IMAC event was awesome.

The field was open on Friday for practice and the competition was run on Saturday and Sunday. We ran five classes and a freestyle event with seven pilots in the Basic Class, three in the Sportsman Class and one each in Intermediate, Advanced and Unlimited.

The weather on all three days was perfect for flying and in the Basic Class we had a few first timers to IMAC. Over the two days we flew four known rounds and one unknown round with nine sequences for each pilot.

The battle in the Basic Class was very close with each of the top four winning a

round and at the end of flying on Saturday there was less than 100 points between first and fourth places.

Results for Basic Class

1. Tony Ball	Extra 300	5916.6 pts
2. Ash Morrow	Extra 260	5823.9 pts
3. David Roberts	Extra 300	5634.0 pts
4. Darren Mecklem	Extra 300	5128.5 pts
5. Chris Riffkin	Extra	5106.3 pts
6. Shane Hollingworth	Sbach 342	5027.2 pts
7. Mark Sills		3927.4 pts



The Sportsman Class was just as close and in the end it was the unknown sequence that determined the places.

Results for Sportsman Class

- | | | |
|------------------|-------------|------------|
| 1. Riley Sills | Sbach Extra | 6900.2 pts |
| 2. Owen Gibbens | Sbach | 6492.2 pts |
| 3. Steve Malcman | Extra 330SC | 6286.5 pts |

We were fortunate to have Jordan Kendall and Scott Bardney put on a great display of IMAC flying in the Advanced and Unlimited Classes, I flew in the Intermediate Class.

Results for Intermediate Class

- | | | |
|---------------------|-------|----------|
| 1. Michael Andrysik | Laser | 7000 pts |
|---------------------|-------|----------|

Results for Advanced Class

- | | | |
|-------------------|-----------|----------|
| 1. Jordan Kendall | Extra 260 | 7000 pts |
|-------------------|-----------|----------|

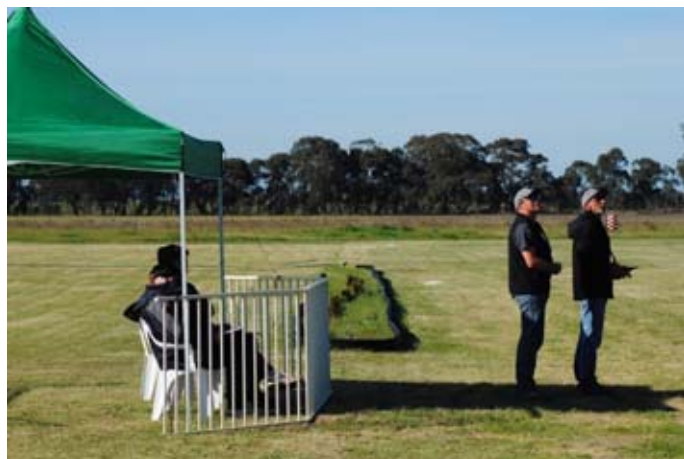
Results for Unlimited Class

- | | | |
|------------------|--------|----------|
| 1. Scott Bardney | Yak 55 | 7000 pts |
|------------------|--------|----------|

Four pilots competed in the freestyle round on Saturday. Riley Sills wowed the crowd with some great low freestyle flying to take first place. Steve Malcman wowed the crowd for another reason - on take-off Steve rolled inverted and his motor cut, we held our breath as the aircraft floated over the fence and put down in the field, somehow missing the rocks and landing so gently that there was no damage at all. He then restarted and flew the freestyle to finish second. Owen Gibbens flew a great freestyle display to finish third.

It was a great weekend of flying in great company and all of the pilots want to come back again next year. A big thanks the MFWAC and to Barry, Bruce and John for cooking the breakfast and lunch and making all the pilots feel welcome. Great job!

Michael Andrysik



Owen Gibbens flying in Sportsman Class.



Dave Roberts ready to fly his Extreme Flight Extra 300.



Owen Gibbens returns to the pits with his Sbach.



Models in the pits with pilots waiting to fly.



Mark Sills at the starting box with his son Riley assisting.



Scott Bardney was the sole competitor in Expert Class with a Yak 55.



Dave Roberts' Extra 300 about to touch down.



Ash Morrow placed second in Basic Class with his Extra 260.



Steve Malcman's Extra 330SC placed third in Sportsman Class.



Shane Hollingworth's Sbach 342.



The Mitchell Fixed Wing Club field is now well established with good amenities.

TWIN CITIES FLOAT FLY AT LAKE HUME



The Twin Cities MAC Float Fly was held over the weekend of October 19th-21st with the participants enjoying the best weather and lake conditions for many years.

Entries were down a little on last year, with a number of the regular attendees otherwise engaged, but the event still attracted visitors from Sydney, Canberra, Melbourne and regional Victoria. The lower numbers meant no waiting to fly and this, together with the ideal conditions, made it a relaxed weekend.

Albury City Council again supported the event with the issue of permits to use the public reserve and by preparing the site, the mown grass right down to the water line certainly enhancing the venue.

The traditional Pilots' Choice award was won by Peter Graeber with his magnificent scale model of the Sikorsky S-43 amphibian.



Peter Graeber's electric powered model of the Sikorsky S-43 amphibian.



Graeme Frauenfelder's model of the Italian Macchi-Castoldi MC72 Schneider Cup racer.



The Piper Cub is a favourite for water flying. This one is by Graham Hutchinson of the Sydney ROW club.



An ARF foam Cub by Adeh Becker.



David Balfour's ARF DH-2 Beaver.



Bill Pearce of the Greensborough MAC flew this float equipped "Sportsman".



Chris Henry's 1/6 scale Spitfire converted to floats. Floats are not scale but look and work OK.



Trevor Pugh of the Greensborough MAC flew this "Northstar".



The Anderson "Kingfisher" is a popular seaplane. Unfortunately I can't name the owners of these models.



Tony Gyoles "Sea-E-Dart" is all composite and electric powered. It's fast and slippery in the air and handles very well on the water. Kits are available from Tony, mob: 04193-04193.



More by Tony Gyoles, these "Puddle XLII" models are based on the Grumman "Widgeon". Constructed from 6mm Depron and electric powered they have a wingspan of 1430mm and are again available from Tony as kits. Owners (from left) are John Nicholas, Tony Gyoles and Mike Guinness.



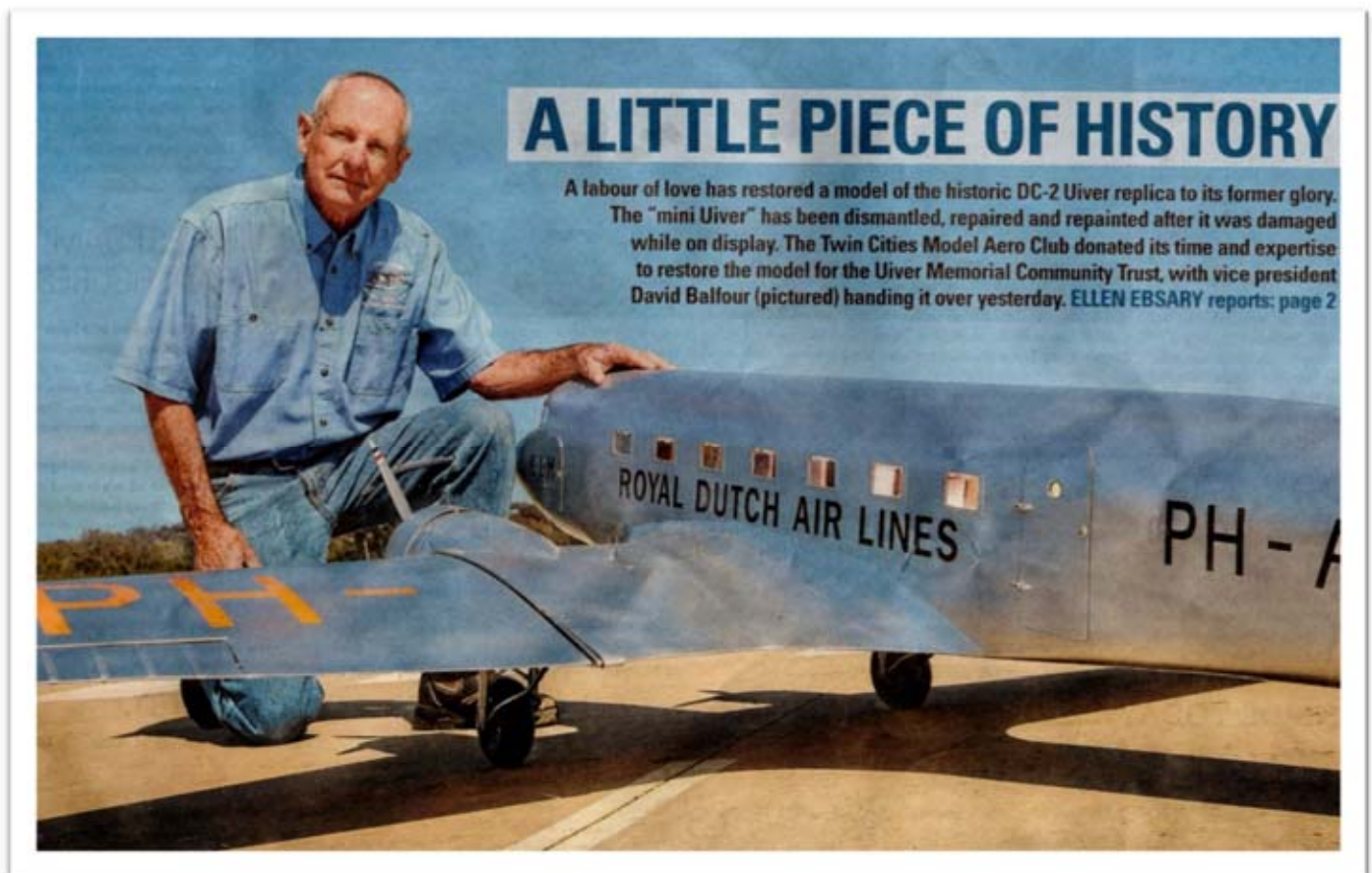
The Sig "Rascal" is a nice floatplane and is available in several sizes. This one is by David Sutton.



I don't have any information on these models but the owners will recognise them.



Lake Hume was at its best for float flying.



A near-exact model of the historic DC-2 "Uiver", flown in the 1934 MacRobertson London to Melbourne Air Race, has been restored by members of the Twin Cities club in Albury.

The static model, with a wingspan of 3.5m is owned by the Uiver Memorial Community Trust and is used at functions to demonstrate the actual aircraft. Damaged while on display the model has been completely refurbished and painted by TCMAC members and returned to the Trust for future display.

The full size aircraft, flown in the 1934 race by the Dutch airline KLM, made an unscheduled night landing on the Albury racecourse before continuing on to Melbourne to finish in second place behind the DH.88 Comet "Grosvenor House".

The restoration of a full size DC-2 is presently under way at Albury with a group of 45 people helping with the work. The finished aircraft will be displayed at Albury Airport in a hangar financed by the Albury council.



TCMAC vice-president David Balfour (left) and Uiver Trust chairman Peter Mol with the "Uiver" model at the TCMAC field.



JIM FULLARTON'S 100th BIRTHDAY CELEBRATION AT VARMS

Greg Stanfield's organising efforts were well rewarded when approximately forty people attended the VARMS field on Melbourne Cup Day to pay their respects and join in the celebration of Jim Fullarton's 100th birthday.

It was a little too cold and windy for flying but the clubhouse is quite spacious and most decided to stay inside, admire the models on display and enjoy the company of their fellow modellers on this auspicious occasion.

The barbequed sausages were appreciated in the cool weather as was the elaborate birthday cake provided by the members of the Victorian Free Flight Society.

Jim was in good spirits and I'm sure that he appreciated being among his friends and fellow modellers of past and present years.



Jim Fullarton (right), Alan Patching, Geoff Hearn, Jack Hearn and Norm Hearn with Jim's birthday cake and a replica of one his early Wakefield models.



SCRATCH / KIT BUILT SCALE RALLY at P&DARCS



This was the second year for this event and after the success of 2016 it was anticipated that this year would be similarly well supported. Unfortunately this was not the case with few attending in excellent conditions on Saturday and the equally good weather on Sunday only attracting twenty three flyers with thirty three models on display. A disappointing result for the organisers who put a lot of effort into presenting the event and awarding significant prizes.

Let's hope that next year will see a resurgence of interest in this excellent event.

Award Winners

Best Model	Brian Hutchinson	Supermarine Seagull
Best Diorama	Ivan Chiselett	B-25 Mitchell
President's Award	Ian Farrar	Tiger Moth
Best IC Model	Mario Schembri	P-47 Thunderbolt

The organisers also thank the following sponsors for their support —

The Tool Store (Qld) - www.mytoolstore.com.au

Balsa Central - www.balsacentral.com.au

SC Models - www.Scmodels.com.au

TTT Insurance - www.tttinsurance.com.au/

DL Engines - www.dlenginesaustralia.co

Addies Hobbies - www.addieshobby.co.au

Dragon RC - www.dragonrc.com.au

VMAA - www.vmaa.com.au



Neil Addicott's P-51 Mustang is built from the Jerry Bates plans and has a wingspan of 2.3m. Powered by a Roto 85cc inline twin the model is covered with aluminium tape.



The Convair B-36 built by Andrew Smallridge, Kevin Chiselett and Ivan Chiselett is almost ready to fly. The model spans 5.83m and is electric powered — six turning and four burning!



Ivan Chiselett's diorama of a B-25 Mitchell and ground crew.



Ray Chivers' Transavia PL-12 Airtruk is nearing completion. Model spans 3.1m and is powered by a DA 70cc petrol engine.



Greg Mitchell's Bowers Fly Baby has been redecorated since last year and now sports stars and bars. Model spans 2m and is powered by a Saito 80 four stroke engine.



Brian Hutchinson's Hawker Sea Fury is also built from a Jerry Bates plan. Model spans 2.6m and is powered by a 3W 100cc twin cylinder engine.



Brian Evans likes unusual prototypes and is now building this electric powered Westland Whirlwind to replace last year's Handley Page Hampden which did not last for very long.



Brian Hutchinson's Supermarine Seagull won the Pilots Choice award. The model has a wingspan of 2.6m.



A Grumman F8F Bearcat by Shane Orchard. This model is 1/7 scale, spans 1.5m, and is electric powered.



A few spectators enjoying the warm sunshine but sitting in the shade.



Wally Burston from the Westernport club flew his Stampe SV4. This model is 1/4 scale with a wingspan of 2.1m and is powered by an OS 120 four stroke engine.



Rob Popelier came from Shepparton with his DH 60 Gypsy Moth. The model is 1/4 scale with a wingspan of 2.3m and is powered by an OS 120 four stroke engine.



Mario Schembri with his P-47 Thunderbolt. Built from the Zirola plan, the model has a wingspan of 2.3m and is powered by a Zenoah 62cc petrol engine.



Roly Gaumann's Dornier Do. 27 is an own design spanning 2.2m and powered by a DLE 30cc petrol engine.



Lew Rodman's Pietenpol Aircamper is 1/3 scale with a wingspan of 2.5m and powered by a TEY 52cc petrol engine.



Ian Farrar's DH. 82 Tiger Moth is 1/6 scale. Wingspan is 1.4m and it's powered by a RCGF 15cc petrol engine.



This event marks the end of the Victorian Free Flight Society's activities for the year and is usually held in early December. This year it was brought forward to suit the timing of Jim Fullarton's 100th birthday and VFFS members produced several replicas of Jim's early designs to mark the occasion.

The early Christmas dinner arranged by the VFFS president Darrien Cassidy was enjoyed by all.



Reg Register and Jim Fullarton discussing Reg's half size replica "Sportster" designed by Jim and published in *"Aircraft"* magazine in 1950. The model is 0.58m wingspan and electric powered with radio controlled motor, elevator and rudder. The electric drive motor is concealed inside a half scale replica of the Mills 1.3cc diesel engine.



Reg Register's Peanut Scale DH. Gypsy Moth is electric powered with the rudder controlled by Reg's electronic version of the old Galloping Ghost system.



Indoor electric powered r/c models by Reg Register.



Arjuna Koralagama preparing to fly his Pistachio Scale model of the Bristol Scout. The model has a wingspan of 203mm.



Jim Fullarton with a replica of his "Black Hawk" built by David Sutherland. Jim designed the model and the plan was published in "FLYING" magazine in 1932.



Jim Fullarton with the replica "Rubber Powered Twin" built by Arjuna Koralagama to Jim's 1932 design published in "Radio and Hobbies" magazine.



Mike Glaister's 600mm wingspan Focke Wulf "Stösser".



Sean O'Connor flew this Peanut Scale Comper Swift built by the late Neil McLeod.



“MOSSKOSH”

THE ARARAT FUN FLY

2017



Saturday dawned with a very heavy frost (-2 deg.) which normally would have become a very nice day, but this was not to be. The cloud moved in about 9.00am and the wind picked up making for a very cold windy day. This however did not stop the many who had made the trip from area's far and wide to support our annual fun fly.

Sunday was a better day with only -1 deg. and lighter wind, still cold but warmed up a bit mid morning giving everyone the chance to fly. Models ranged from little foam fun cubs to jets. The day wrapped up about 2:00pm to enable the long distance travellers to head home.

A good weekend with thirty registered flyers from Warracknabeal, Naracoorte, Geelong, Camperdown, Ballarat, Hamilton and Melbourne.



Foster Taylor With Peter and Shirley Voigt.

Pam Pimblott



Lyall Tevelen with his Hanger 9 stick powered by a 30cc RCGF.



Pete Weston from Ballarat displays his recovered Seagull Super Skybolt powered by a Rimfire 80 electric motor with a 6 cell battery.



Robert Wilkins with his Tomboy powered by a Taipan 1cc diesel. With a 4.5ml tank the motor runs for 55 sec. and the model has a best flight time of 13min 41sec.



Wayne Goodwin (Ballarat) with his Stearman PT17 powered by an OS 150.



Murray Ellis with his Falcon powered by a Kingtec 80 turbine.



Nick Katsikaros with his Edge 540, powered by a GMS 120 two stroke.



Neal Cator with his Pegasus old timer powered by an Enya 60 four stroke.



Nathaniel Kuchel from Melbourne Multi Racing Rotor Club with his home built racing drone.



THE HAYDN HAMPSON & FRANK CURZON TROPHY EVENTS

2017

AT

YARRA VALLEY



The Yarra Valley club run this event each year in memory of Haydn Hampson and Frank Curzon, both long time scale modellers and members of the club. Haydn's interest lay in WWII heavy metal aircraft while Frank was a devotee of WWI and earlier aircraft, both were remembered in the flights of Frank's Bristol M1 by his son Anthony and by David White's flights with his large scale Spitfire, Haydn's favourite aircraft.

The event was held in fine weather and was well supported by club members and visitors. As can be seen in the photographs the strip and pits area was well prepared but recent rain and warm weather meant that the surrounding grassed areas were long and lush and it was difficult for the spectators in the pits to see many models on take off as the grass surrounding the strip was taller than the model. Out landings were rare but interesting as the model disappeared from view on touchdown!

Awards

Haydn Hampson Trophy

- | | |
|-------------------|---------------------------|
| 1. Graham Jenner | Supermarine Spitfire Mk.I |
| 2. Mario Schembri | P- 47 Thunderbolt |

Frank Curzon Trophy

- | | |
|--------------------|------------------------|
| 1. David Hipperson | Fokker E.III Eindekker |
| 2. Anthony Curzon | Bristol M1D |

ARF Civilian

- | | |
|------------------|-----------------------|
| 1. Keith Quigg | Piper PA-18 Super Cub |
| 2. Joe Buttigieg | Fairchild PT-19 |

ARF Military

- | | |
|----------------|------------------|
| 1. Jon Goudge | Hawker Hurricane |
| 2. Tim de Haan | DH.82 Tiger Moth |



Anthony Curzon flew the Bristol M1 built by his father Frank.



David White preparing to fly his 1/4 scale Spitfire.



Joe Buttigieg's 1/3 scale Fairchild PT-19 built by Glenn Block.



Tim de Haan's Tiger Moth, Lancaster and Mustang.



Tim de Haan's Tiger Moth is an ARF by Austar. Wingspan is 2m and it's powered by a Saito FG20 four stroke engine.



An electric powered Parkzone ARF Mosquito and a Hangar 9 ARF Mustang flown by Alistair Nicholson.



Rob MacDonald with his ARF Piper L4 and Gypsy Moth.



A pair of Bücker Jungmeisters being readied for flight.



Trophies and prizes on display.



Mario Schembri's ARF T- 28 Trojan.



The long grass clearly defined the area of the pits.



Graham Jenner flew this Sopwith Camel built by Arthur Green.



Bill Wheeler's Sopwith Pup from a modified Flair kit.



Adrian Whiter's Fokker E.III.



Rob MacDonald's Piper L4 starting a low pass.

Ringmaster Fly-a-Thon



2017



The forecast for the weekend proved correct with Saturday providing excellent conditions for this year's Ringmaster flights. As good as Saturday was, Sunday was a disappointment with only president Reeve posting flights on the day.

Steve Vallve



Steve and Bruce giving the little girl some encouragement. A new piston and liner in the little Enya 15 III reinforced the adage of the lengthy time it takes to run these little motors in.



Reeve Marsh assisting Gary Whitbourn with his Williamson Ringmaster powered by a Taipan 2.5 diesel.



John Goodge presented this new S1. Extra reinforcement at the front end keeps the K&B 40 in check. Beautiful model but you have to hang on tight when it leans out towards the end of the flight.



Gavan Opperman prepping his model for an early flight

KNOX MAC

SATURDAY OCTOBER 7TH, 2017

PILOT	MODEL	FLIGHTS
LES VARGA	RINGMASTER S1 - MERCO 29	3
GAVAN OPPERMAN	RINGMASTER S1 - FOX 35	2
MICHAEL HANEY	RINGMASTER S1 - OS LA25	5
STEVE VALLVE	BABY RINGMASTER - ENYA 15 III	5
BRUCE MACKAY	RINGMASTER S1 - FOX 35	4
REEVE MARSH	RINGMASTER S1 - K&B STALLION 35	4
GARY WHITBOURN	WILLIAMSON RINGMASTER - TAIPAN 2.5	1
COL COLLYER	RINGMASTER S1 - K&B STALLION 35	1
LES VARGA	RINGMASTER S1 - MERCO 29	1
JOHN GOODGE	RINGMASTER S1 - BRODAK 25	5
KEN MAIER	RINGMASTER S1 - K&B 40	1
RON JONES	RINGMASTER S1 - FOX 35	3
GRAHAME KEENE	RINGMASTER S1 - FOX 35	-

SUNDAY OCTOBER 8TH, 2017

PILOT	MODEL	FLIGHTS
REEVE MARSH	RINGMASTER S1 - K&B STALLION 35	2
TOTAL FLIGHTS		37



The two Bendigo RCAC models.



Steve and Les Davis with their reduced scale Ringmaster S1.

BENDIGO RCAC

SATURDAY OCTOBER 7TH, 2017

PILOT	MODEL	FLIGHTS
STEVE DAVIS	RINGMASTER S1 - OS FPS10	30
LES DAVIS	RINGMASTER S1 - OS FPS10	30
BRIAN DEASON	RINGMASTER S1	-

SUNDAY OCTOBER 8TH, 2017

PILOT	MODEL	FLIGHTS
LES DAVIS	RINGMASTER S1 - OS FPS10	41
TOTAL FLIGHTS		101

The purpose of this was to gain some exposure of our club to the rest of the world, so we've done our best and now we wait to see the outcome of the world wide Ringmaster Fly-A-Thon.

Thanks to Greg Barkla, Shaun Power and Brian Deason who helped to reach this great result of 101 flights. I hope the club gains some recognition from the other side of the world similar to that which we have been able to achieve with the Tomboy Postal competition from Italy.

Steve and Les Davis



Les Davis on the handle at the Marong field.

NATIONAL AEROMODELLING and AVIATORS SOCIETY

AEROTOW

at
CANBERRA

Sittin' at home on a Sunday morning and me mate Dino rang, said, do you want to run an AeroTow, I said Yeah, NAAS would love to run an AeroTow, might get a few people around for a barbie, I said, might Cook a lamb or two.

I said, "Sounds great, will Walla be there?" He said "Yeah and Veggie might come too".

So I said to the wife "Do you wanna go Diana?". She said "I'll go if Ding goes".

So I said to Boomer "What'll we do about Nulla?" He said "Nulla bores me to tears, leave him at home unless he brings a very big tow plane."

So we picked a date, 13-14-15 October 2017 and the rest is very sweet history.....

We made up a flyer for the event and posted it on our club web site www.naas.org.au, we also put the flyer up on our NAAS facebook page www.facebook.com/naasact/ and the event was also promoted widely across a number of Facebook groups and online forums. We are also grateful to John Lamont for placing the flyer in Australian Model News.

As pilots started to register, each glider got bigger and bigger, it became apparent that our normal CASA approved ceiling of 1000 ft AGL was not going to be sufficient for such big birds. It was realised that with the large gliders NAAS would need a revised height ceiling and working with Mark Lewis, Recreational RPAS Inspector, RPAS Branch CASA, Aviation Group, NAAS now has an 1800 ft AGL CASA approved ceiling. Mark also very promptly organises a NOTAM for the weekend activities.

NAAS provided the welcoming nibbles on the Friday night and the magnificent Weber roast lamb and vegetable on the Saturday night with all you can eat. There were plenty of campers at the field which is also an enjoyable experience.

On the Saturday the tugs were relatively quiet and on the ground as all the gliders were in the air thermalling now that is the sign of a great Aerotow !

The tug pilots worked very well all weekend and did not stop, I heard Tim collapsed on Monday from exhaustion and it was no wonder, absolutely monumental effort. There were gliders flying all weekend non-stop. Really good to see Brownie and Whity enjoying themselves and becoming regulars at NAAS events. Ross Bathie had his magnificent 50% Pawnee which we have nicknamed Oblix from the cartoon Asterix, due to its amazing carrying capacity and ability to tow very large gliders The gas turbine powered Jet Fox 4.4 meter was flown as always masterfully by Chris Staats.

The feedback we have received regarding the wonderful experience at the NAAS field has been overwhelming. The event proved that the NAAS Willie Emmitt field is ideal for large scale glider events. NAAS would like to thank all the pilots and friends that took part and help make the event successful. Also a big thanks to Dino Reibolge for assisting with making it all happen.

Sittin' at home on a Sunday morning and me mate Dino rang, said, do you want to run an AeroTow again in 2018, I said Yeah, NAAS would love to run an AeroTow, might get a few people around for a barbie, I said might Cook a lamb or two. Stay tuned for NAAS Aero-tow 2018.

John Armarego



Some large aircraft on display — 1:2 KA6, 1:2.5 KA6, ASK-21 and a Pilot Decathlon to do the towing.



Anthony Peate and Jonathon Greaves with the Decathlon towplane which had plenty of power in its 100cc engine.



Tim Morland with his Schweizer 1-26.



Brakes on and coming down.



Dave Brown's fast and smooth turbine powered glider.



Peter Papantoniou drove 1600km to attend the event.



Dave Brown with his elegant Minimoa .



Jonathon Greaves flew this 50% KA6 from Bill Hemple.



Ross Bathie's 46% Piper Pawnee tow plane.



Anthony Peate's glider airborne behind Tim Nolan's tow plane.



A smaller scale Piper Pawnee tow plane.



Owner unknown for this nice model of the DG1000S.

NARACOORTE FUN FLY



Once again that time of the year has come around when many clubs hold their fun fly's, this weekend it is Naracoorte in South Australia.

It is a hard job, but Rick and I have dragged ourselves away from the exciting home duties to support other clubs with their yearly fundraising. It is a tough gig but someone has to do it!

Unlike our Ararat weekend (MossKosh) the weather was hot with a light breeze, enabling all of the models, from gliders through to jets, to fly.

Saturday afternoon saw a fly over of a full size Nanchang, which completed several rolls and low passes over the field, this was followed by a cake cutting to celebrate the club's 50th anniversary, the cake was cut by the clubs first president Barry Lawrence.

Sunday dawned very hot, however this did not deter any of the fliers. All told a great weekend was had by all.



Diners at the Saturday night roast prepared by the local club and enjoyed by all.

Pam Pimblott



The flypast by a Nanchang CJ-6A based at Naracoorte and flown by Patrick Hayes.



The 50th Birthday celebration cake.



Richard Mudge with his DH.103 Hornet powered by two DJ 80 engines.



Rick Pimblott with his Excalibur jet powered by a Kingtech 80 turbine.



Reinhold Wolff with his own design biplane powered by an OS 120 four stroke.



Matt Dunston with his E-Flight ARFTrojan.



Mick Kuiper and his 90 Class Raptor powered by an OS 91.



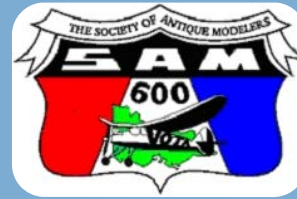
Bruce Adams with his Bucker Jungmann powered by a Zenoah 45.



Duncan Cawthorn's Super Decathlon with Bruce the parachutist ready for deployment.



Richard Mudge also flew this DH.88 Comet powered by two OS 160's.



COHUNA

November 2017

A few keen contestants arrived on Friday to try to steal a march on other competitors. My weekend started well when Kevin Fryer test flew my "Playboy" duration model and took off with too much up elevator, or was it battery failure, either way the Playboy was scraped up and put in a bag.

Saturday. The day dawned, all signs were for a glorious day and it did not disappoint.

Half A IC and Electric Texaco. There were seven in IC and nine in Electric. The lift was benign and the electric guys had little trouble, all getting maxes straight off. Always the exception, Steve Gullock had to take three flights to achieve his required two maxes. All achieved good flights in the fly-off with Gavin Dunn coming first; Max Heap, second and Steve Gullock third. Robin Yates and Graeme Gulbin could not find the landing area and Brian Laughton had radio problems which forced him to pack up to safeguard his models.

The real modellers went next and even though most achieved the maxes in the heats the lift had gone when it was time for the fly-off. Lyn Clifford was able to keep it up long enough to take first place, followed by Kevin Fryer and Rob Taylor.

Duration IC and Electric. We had eight in IC and four in Electric to face the starters gun. Lift had improved from late morning and only three in IC went into the fly-off. In electric Max Heap did not make it as he experienced the affect of gravity and was out of the event. The rest muddled along and finally saw Kevin Fryer triumph without requiring a fly-off. Lyn Clifford and Gavin Dunn filled the minor places.

The IC guys went next and even with reasonable lift only three could get the required number of maxes. The fly-off saw Kevin Fryer take first with Brendon Taylor second and that handsome chap Steve Gullock in third place.

Burford. Five very keen guys fronted in moderate lift and two were able to get the required times to force a fly-off. Max Heap once again had trouble finding the landing area and after the dust settled Don Grant had done enough to take first place with Steve Gullock second and Lyn Clifford third.

That was the end of Saturday and despite the heat and shifting lift everyone had a good time. A group of us retired to the Bistro for the evening and reminisced on what we should have done.

Sunday. It was again a great day and it was evident that it was going to become warmer than Saturday.

Texaco IC and Electric. With nine in IC, four in electric, and lift in abundance it was going to be a good day. Six reached the fly-off in IC

and with no sign of anyone coming down it was agreed call it a draw. The only two flyers that were not included in this finish were Pat Keely and Brian Dowie.

The four Electric guys all came up with the right numbers in the heats and went into the fly-off. They did not enjoy the lift that was later experienced by the IC guys but still performed admirably. Max Heap got his compass aligned and took first, with Roger the Dodger and Gavin Dunn bringing up the minor places.

During the lunch break it was decided to call it a day as it was really warming up and fatigue was beginning to set in to the already worn out bodies. All up a great weekend and the only thing missing was you!!!

Brian Dowie



Setting up for a hot day at Cohuna.



Pat Keely preparing his Lanzo "Bomber" assisted by Ted Arnett.

(Photographs by Graeme Gulbin)



1/2A Texaco winners, from left — Kevin Fryer (Cumulus) 2nd, Lyn Clifford (Stardust) 1st, Robert Taylor (Stardust) 3rd.



Electric Texaco winners, from left — Gavin Dunn (Racer) 3rd, Max Heap (Bomber) 1st, Roger Mitchell (Bomber) 2nd.



The six winners in Texaco, from left — Steve Gullock (Bomber), Lyn Clifford (Racer), Don Grant (Bomber), Graeme Gulbin (Bomber), Robert Taylor (Cumulus), Steve Jenkinson (Bomber).



Gavin Dunn's "Hayseed" taking off in Electric Duration.

RESULTS

1/2A TEXACO

	COMPETITOR	MODEL	ENGINE	RD. 1	RD. 2	FLY-OFF	TOTAL
1.	L. CLIFFORD	STARDUST	COX	420	420	479	1319
2.	K. FRYER	CUMULUS	COX	420	420	321	1161
3.	R. TAYLOR	STARDUST	COX	420	420	69	909

DURATION

	COMPETITOR	MODEL	ENGINE	CC/SEC	RD. 1	RD. 2	FLY-OFF	TOTAL
1.	K. FRYER	PLAYBOY	McCOY 60	40	420	420	634	1474
2.	B. TAYLOR	CUMULUS	YS 63	28	420	420	597	1437
3.	S. GULLOCK	PLAYBOY	OS 52	32	420	420	159	999

TEXACO

	COMPETITOR	MODEL	ENGINE	CC/SEC	RD. 1	RD. 2	FLY-OFF	TOTAL
1.	D. GRANT	BOMBER	ANDERSON SPITFIRE	24	600	600	3600	4800
1.	L. CLIFFORD	RACER	OS 60	18	600	600	3600	4800
1.	G. GULBIN	BOMBER	OS 60	18	600	600	3600	4800
1.	R. TAYLOR	CUMULUS	OS 61	18	600	600	3600	4800
1.	S. JENKINSON	BOMBER	ASP 52	18	600	600	3600	4800
1.	S. GULLOCK	BOMBER	ENYA 53	15	600	600	3600	4800

BURFORD

	COMPETITOR	MODEL	ENGINE	CC/SEC	RD. 1	RD. 2	RD. 3	FLY-OFF	TOTAL
1.	D. GRANT	CREEP	BB	38	300	300		371	971
2.	S. GULLOCK	STADUST	BB	38	300	300		342	942
3.	L. CLIFFORD	STARDUST	PB	38	300	279	L/O		579

1/2A TEXACO (ELECTRIC)

	COMPETITOR	MODEL	RD. 1	RD. 2	RD. 3	FLY-OFF	TOTAL
1.	G. DUNN	STARDUST	600	600		1503	2703
2.	M. HEAP	STARDUST	600	600		922	2122
3.	S. GULLOCK	L'I'L DIAMOND	600	408	600	895	2095

TEXACO (ELECTRIC)

	COMPETITOR	MODEL	RD. 1	RD. 2	FLY-OFF	TOTAL
1.	M. HEAP	BOMBER	600	600	1800	3000
2.	R. MITCHELL	BOMBER	600	600	1621	2821
3.	G. DUNN	RACER	600	600	1320	2520

DURATION (ELECTRIC)

	COMPETITOR	MODEL	RND. 1	RND. 2	TOTAL
1.	K. FRYER	CUMULUS	420	420	840
2.	L. CLIFFORD	BOMBER	420	L/O	420
3.	G. DUNN	HAYSEED	420	L/O	420



The NSW Scale Aircraft Society recently hosted our Club Scale competition at the Sydney Radio Control Society club field on the 28th & 29th October. This glorious field is located adjacent to the beautiful Hawkesbury River on the property of Roy and Prim Fox at Gunderman, near Wisemans Ferry, NSW. The pilot's box faces the ragged sandstone cliffs across the river, which gives the perfect backdrop and is topped off with sandstone mountains to the rear of the field. The weather was predicted to be kind and the big man didn't disappoint. We had a total of eighteen entries across three categories - Advanced, Open and Clubman.

This year the NSWSAS have implemented some significant changes, which focus on improving the structure of our scale competitions and encouraging new competitors to participate. This has helped greatly to increase numbers and ensure a healthy future for our great sport. One important introduction to assist in developing our competitors is that all pilots also carry out flight judging at each event, progressing from pencillers to flight judges as they gain experience. This is a solid way of providing a form of coaching to newcomers, whilst also building and sustaining our pool of experienced judges for our competitions.

Surprisingly, there were a lot of engine issues across the weekend, which prevented a number of competitors from achieving all three rounds. However, flying was carried out to the usual high standard across all categories and with the effective flight line coordination carried out by Craige Bryson and James Price, we finished Saturday's two competition rounds by around 3pm.

This early mark was greeted by two full-size Stearman's and Roy Fox in his De Havilland Fox Moth performing low altitude passes over the model runway, which was exciting for all who witnessed the display. With plenty of light remaining a few of us setup some big gliders and, using a Decathlon towplane, enjoyed a number of glider flights assisted by the considerable lift off the mountains.

Saturday night proved to have some exciting activities in store with Jason Starkey doing a fantastic job in preparing the BBQ for all competitors and friends. While this was cooking some pilots took to some

float flying off the Hawkesbury to absorb the last bit of daylight. The glass-like water and calm air, along with the magnificent sandstone back drop made for a fantastic evening. After dinner the comedy club took over with John Crockford, Craige Bryson and James Price providing some delightful entertainment with their free flight Tomboys loaded with glow sticks and LED strips. John was smart enough to have his LED lights on a switch installed in his Tomboy, but after concentrating too much on tuning his diesel he failed to switch his lights on prior to launch. Luckily it was near perfect conditions and the model landed close enough to be seen against the moon light, none the less an amusing sight for many. Later in the evening we all retired to the camp fire by the river and exchanged stories over some fine wine. An enjoyable night was had by everyone.

The next day once again saw some great weather and the final round was completed by around 11am. After final tabulation, the trophies were handed out to the place getters and after a quick pack up we were on our way home by 1pm. A big thank you goes out to Roy and Prim Fox who were completely accommodating, from breakfast through to the accommodation. There is accommodation to cater for everyone, from Wagon style dorms through to elite suites with spa overlooking the Hawkesbury River. They provide a fantastic location, which is great for aeromodelling, both for competition and social activities.

I would like to thank Model Sports for kindly sponsoring the trophies for the event. Finally I would like to personally thank the NSWSAS committee members, Chris White, Craige Bryson and James Price for their tireless work behind the scenes ensuring scale in NSW is alive and well and I look forward to the next event at the NAAS Club in the ACT in 2018.

Peter Goff

RESULTS

Advanced Scale

1 st	John Considine	1000.00
2 nd	Bill Mansell	889.45
3 rd	Graeme Brown	815.60
4 th	Kel Thomas	140.31
5 th	Alf Williams	DNF

Open Scale

1 st	Benjamin Burrell	1000.00
2 nd	Craige Bryson	988.49
3 rd	Corinne Pellatt	953.10
4 th	Jason Starkey	932.25
5 th	Daniel Carpenter	918.95
6 th	James Price	910.38
7 th	Bob Pearce	881.61
8 th	John Crockford	827.47
9 th	Peter Goff	824.04
10 th	Paul McKeown	57.37

Clubman Scale

1 st	Andrew Hunter	1000.00
2 nd	Ron Artiss	966.74
3 rd	Steve Fraser	452.90



Corinne Pellatt and Benjamin Burrell, both local SRCS members, competed with their electric powered Pilatus Porter and Super Cub.



Graeme Brown's superb 1/4 scale SE5a, built from the Dennis Bryant plans, took 3rd place in Advanced Scale.



Craige Bryson secured a convincing second place with his ARF 38% Bill Hempel Super Decathlon. A majestic model in the air.





Late afternoon flying on the Hawkesbury river.



An interesting backdrop for Bill Mansell's Stinson Reliant.



Craig Bryson preparing his Tomboy for some night flying.

MITCHELL FIXED WING AERO CLUB Inc
 Invite you to our
BIPE & BUSH PLANE FLY IN

TO BE HELD ON SUNDAY FEBRUARY 11th 2018

10am Start. Gate is open at 8am for early starters. The field is open from 9am on Sat if you want to stay at the field overnight. Overnight stay must be booked

Bring your plane, bring your seat. & Bring your friend. 10am start. Gate open 8am

Food and drinks will be on sale

\$5 ENTRY FEE FOR ALL COMPETITORS.
AS MANY PLANES AS YOU LIKE.
must be MAAA Registered Pilots.
Contact: Barry Dunn. 03 5792 1017.
Mob: 0401 359 918.
clearprodpude@gmail.com

Our field is located at 470 Seymour Toobarac Road Hilldene Vic. (Between Seymour and Puckapunyal)
Map on website. www.mfwac.com

THE GRAMPIANS AEROTOW
 FEBRUARY 17 & 18 2018
 9AM PILOT BRIEFING

MAAA PILOTS
2 COURSE DINNER SATURDAY NIGHT
LUNCHES AVAILABLE
ON SITE CAMPING AVAILABLE
SPECTATORS WELCOME

Where
 Grampians Model Flying Club Ararat Airfield
 31km East of Ararat Vic 3377 on the Western Hwy.

When
 February 17th-18th 2018

Time
 Flying from 9am-6pm

Flying Rules
 MAAA rules apply plus CASA rules for operating at an airfield will apply.
 If your A/C requires a heavy model permit please ensure that you have one

Pilot requirements
 All pilots must be current MAAA members in order to meet both the host club and CASA requirements
 All pilots to supply their own fluoro vest (CASA ruling)
 All radios must operate on 2.4 ghz (CASA ruling)

What A/C to bring
 Bring your Gliders, Bring your Tugs, Bring almost anything
but please no turbines

Battery Charging
 No problem the club is connected to 240 volt mains power

Accommodation
 Onsite camping, Men's and Women's toilet onsite, Hot showers onsite, A/C clubrooms. Overnight storage of rigged A/C in gliding club hangar

Meals
 Lunch will be available both days as well as a 2 course dinner on the Sat night
 Cold drinks available

Enquiries
 Contact Dave glider35@bigpond.com or on 0417514438 or find us on facebook
 We look forward to seeing you at this great event.



AIRSHOW

Radio Control Model Aircraft

Presented by the

Western Port Model Aircraft Club Inc

As part of the Western Port Festival at the

Hastings Foreshore Reserve - Mel Ref 154/K9



Free Airshow !
Night Flying
Friday - 23rd Feb
from 8.30 pm
Main Airshow
Saturday - 24th Feb
from 9.30 am
See the
BIG BATTLE !



Balnarring & District
Community Bank® Branch



Bendigo Bank

Aeromodeller Competition Three In One (n)

Scale Rally March 10-11 2018 (Labour day weekend)

**VMAA State Field Eastern
Bairnsdale**

www.badmac.org.au

Any fixed wing scale model is eligible, we are looking forward to seeing modified ARFs and mammoth scale aircraft to name but two.

You choose to compete or just fly for fun. There are three segments, you choose between scale concours, flying for realism and importantly, fun flying. Better still, participate in all three for a single entry fee.



VMAA Trophy Weekend

21 to 22 April 2018

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 welcomed.

The weekend has been modified to ten (10) events. All rules have been reviewed for the 2018 event.

Rules will be made for smaller Clubs to have a go with a good chance of doing well against bigger Clubs. There are many events you can enter but only six of the top events will count. A pilot can compete in two events only but can 'assist' other pilots in other events. (All Clubs are to provide officials to act as judges or time-keepers for some events.)

- Bomb Drop
- Fun Scale
- Helicopter (Timed event)
- Thermal Soaring
- Scale Aerobatics
- Electric Glider
- Fun Fly
- Sports Limbo
- Musical Landings
- Combat

New - Ring to Fly! For teams. Not enough Club Members, why not enter a Composite VMAA Team. Rules and conditions for Trophy Weekend are posted on the VMAA Website: www.vmaa.com.au

The event will be held at **Bairnsdale State Field Eastern**. Catering provided both days with camping facilities available. Motels and caravan parks are nearby.

If you need further information, please contact the VMAA CD; Joe Finocchiaro on Mobile: 0418 878 168, email contestdirector@vmaa.com.au



RADIO CONTROL MODEL AIRCRAFT

DISPLAY DAY

TURBO JET MODELS
HELICOPTERS
DRONES (Quadcopters)
SCALE MODELS
WAR BIRDS & MORE

At the Keilor Model Airfield enter via
The Keilor Golf Course
Calder Highway, Keilor North.

Sunday April 22 2018

10:30am to 3:00 pm

MID MAY MUSTER

Scale Fun Fly 2018
Sunday May 20th

**VMAA State Field Eastern
Bairnsdale**

www.badmac.org.au

This is a "Scale" fun fly day, any model resembling a full-size flying machine is welcome. A registration fee applies, as it is a fund-raiser for our club, with catering, camaraderie and lots of air-space to fly in.

State Field Eastern is at Bengworden Rd.
Opposite Boundary Rd. Goon Nure, 3875, Victoria
For information about the field, see www.statefieldeast.blogspot.com





At the recent MAAA Council Conference held in Tasmania, the proposal submitted by NSWFFS, to hold the 70th Nationals in West Wyalong was unanimously approved.

The dates are 23rd - 30th April 2018

The opportunity exists for a successful, memorable and enjoyable 70th Nationals in West Wyalong in 2018. We believe West Wyalong is a fitting site for the celebration of 80 years of MAAA Nationals, and possibly the only site in Australia capable of hosting a fully combined MAAA National Model Aircraft Championships.

The campus of venues provides a sound basis for a "reunion" of all those members who have been to previous Nats and all those who have wanted to attend a traditional Nats. In addition the opportunity exists to demonstrate some increasingly popular, cutting edge events such as FPV Drone racing, and introduce a new generation to the Nats.

The town is well situated, centrally, on the Newell Highway and while it boasts an array of services and facilities, it is small enough for an event of this nature to have a significant impact, with various media coverage almost guaranteed.

This will be the first time in many decades that all events are within a 15 minute radius of a town centre and that two or three disciplines will be able to fly on the

A 70th nationals Committee has been formed and the positions already identified are:

- a) Chair and MAAAA Liaison Officer - Tahn Stowe
- b) Secretary - Gary Goodwin (VP NSWFFS)
- c) Treasurer - Gary Pope (Treasurer NSWFFS)
- d) Registrar - Gary Pope (Treasurer NSWFFS)

Administrators for each discipline:

- e) Control Line - Bruce Hoffman (President CLAS)
- f) Free Flight - Terry Bond (President NSWFFS)
- g) SAM's - Peter Scott
- h) Radio Control - Greg Lepp (President VMAA)
- i) Safety Manager - Michael Towell
- j) Public Relations Officer - Jeff Stein (CDO, BSC)
- k) CASA and WW Airport liaison - Wayne Broad (BSC)
- l) West Wyalong MAC liaison - Joseph Danczak
- m) Merchandise / promotional event design - Colin Crowley

2018 NATIONALS VENUES



West Wyalong Indoor Stadium, Nationals HQ



West Wyalong Indoor Stadium, Nationals HQ

West Wyalong Airport (WWY)

Location: Airport Rd, West Wyalong NSW 2671





General Meetings of the Victorian Flying Scale Aircraft Association are held bi-monthly on the first Thursday of the even months at the Field Naturalist Club of Victoria, 1 Gardenia Street, Blackburn. Visitors are always welcome and a highlight of meetings is the presentation of new models as they are constructed, and discussion on building techniques by members.



The VFSAA Calendar of events is available on the VFSAA website at <http://vfsaa.org.au/>

Do you want to take your flying to the next level?

Here's what one of the world's most successful scale aero-modellers has to say:

"There is no doubt in my mind that the skills I learnt in flying F3A precision aerobatics made it possible to achieve what I have, and I believe every aero-modeller should fly in some precision aerobatic competitions to set themselves up with the basic skills needed for successful model flying"

- David Law (Multi Australian F4C team member)



**Australian Precision
Aerobatics**

www.f3a.com.au

Australian dealer for these quality products and more



SOUTH HERTS MODELS

Advanced Glider Techniques and accessories



Electro Dynamics
ELECTRONICALLY CONTROLLED



CJM
CRAFT JET MODEL



AND LASER CUT SHORT KITS



Jerry Bales and Wendall Hosletier Plans and short kits

Laser cutting service available for all plans, enquiries: sales@scmodels.com.au

www.SCModels.com.au

MERRY CHRISTMAS

