

Issue No. 62

AUSTRALIAN MODEL NEWS



February 2020

From the Editor

Another quiet period over Christmas and the New Year made it difficult for this issue and once again I have had to reduce the number of pages. Things should pick up as the year progresses and I hope to be back to the usual forty pages in the next issue.

The indoor flyers are coming along in leaps and bounds and now have four venues available around Melbourne with the addition of stadiums at Donvale and Frankston.

The 2020 MAAA Nationals have been cancelled due to lack of interest by the State Associations but the NSW Free Flight Society are holding a number of events at West Wyalong in July with the support of the NSW Control Line Society. Refer to Coming Events for more details.

John Lamont

This newsletter is published bi-monthly to feature model aircraft building and flying and to report on aeromodelling events in Australia and New Zealand.

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

John Lamont

Unit 5, 1326 Main Road, Eltham, 3095

Ph: 03 9431 0044

Mob: 0415 384 823

E-mail: jlamont2@bigpond.com

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On the Cover.

Damien Mould's twin turbine Fairchild A-10 Thunderbolt flying at the Haydn Hampson / Frank Curzon Memorial event at Yarra Valley.

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26. **INDOOR AVIATION AT MULLUM MULLUM STADIUM**

COMING EVENTS

BAIRNSDALE AND DISTRICT MAC SWAP MEET
WARRNAMBOOL MAC FUN FLY WEEKEND
MONTY TYRRELL MEMORIAL SCALE RALLY AT P&DARCS
WINGS OVER WESTERN PORT
MUNRO FIELD MAC VINTAGE OILY HAND WEEKEND
ECHUCA MOAMA MAC ANNUAL FUN FLY
VMAA TROPHY WEEKEND AT P&DARCS
OMP SCANNER CHALLENGE AT BENDIGO RCMC
ARARAT AND DISTRICT ANNUAL FLOAT FLY AT LAKE BOLAC

TWIN CITIES CLASSIC SCALE RALLY



The Twin Cities Model Aero Club conducted their second *Classic Airplane* display over the weekend November 23 /24. This event features aircraft of the 'Classic' period of aviation from 1910 to 1950, the first 40 years of aviation. Aircraft are displayed in era groupings, and this year 35 models were displayed. The event is a flying and static display and the winning aircraft is selected by Mr Jim Williams, proprietor of the Albury based aircraft maintenance and restoration business *Classic Airplanes*, hence the event's name.

The winner of this year's event was local member Ken Osborne with his Robbins and Porter Monoplane. This aircraft, also known as the Albury Monoplane, was the first aircraft to be built and flown in Albury in 1913. A full size replica of this aircraft currently hangs from the roof of the Albury City Council Library.

Weather over the weekend was a bit on the hot side which detracted from the event, hope for better conditions next year. These events do not just happen, many members contributed their time in preparing and running the weekend.

Special thanks must go to TCMAC member Dave Tulk for his efforts in ensuring the event was a success, a great effort appreciated by all who attended.

David Balfour

I went to Albury for their Classic Scale Rally in November leaving on the Saturday. I took two planes in the car and left the trailer at home as I wanted a relaxing weekend and also wanted to drop into RC hobbies in Albury to pick up a few bits and pieces.

Arriving on Saturday the weather was warm and windy so I did not fly. Only one or two had flights as Sunday was meant to be the main day so it was a good time to catch up with some of the local members for a chat. Sunday's weather was perfect in the morning with hardly any wind but the forecast was for 30° in the afternoon.



Ken Osborne receiving the Best Model award for his Robbins and Porter monoplane from Jim Williams of Classic Aircraft in Albury.

Numbers were down from the previous year which was disappointing but all the better for those who wanted to fly. There were about 33 planes for the day but by midday the temperature did get to 30° and the flies were becoming bothersome so after the lunch break many packed up.

David Tulk who is an active member of TCMAC had four planes there and one that caught my eye was his Tiger Moth which started life as a Hangar 9 ARF but after a mishap last year David decided to recover it and add some more detail of which he did an excellent job. His P-40 had a fuel issue so it did not fly.

Rob Sargent had his Fairchild 24 which he recovered for last year's event, winning best aircraft in 2018. Ken Osborne flew his Robbins and Porter monoplane and took out the best classic aircraft this year.

Chris Henry flew his Spitfire which is a Yellow Aircraft ARF and flies very nicely with a DLE55.

There was a bit of a swap meet and a few things changed hands which added to the day's events. Good food was provided by the canteen and the hospitality at the club is superb, I was made to feel very welcome.

I'm looking forward to the Autumn scale event as the weather is usually excellent at that time of the year and they have had good turn-outs in the past.

Tim Dehaan





Ken Osborne's winning Robbins and Porter Monoplane.



David Tulk's Curtiss P-40.



Chris Henry's Supermarine Spitfire.



David Balfour's Curtiss Robin.



David Balfour's Avro Vulcan.



HAMILTON FUN FLY and SWAP MEET



Once again the Hamilton club has managed to pull off another great weekend of flying. Whilst weatherwise Saturday was a bit windy, Sunday was absolutely perfect with a maximum temperature of around 24°C and light wind pretty much straight down the main runway. What more could you ask for? From my observations there were modellers from the South Australian Constellation Model Flying Club, Ararat, Ballarat, Bellarine, Camperdown, Geelong, Keilor, Warracknabeal, Warrnambool and of course the Hamilton members. No doubt I have missed some and if so my apologies.

On Saturday there wasn't a lot of flyers present, maybe many looked at the weather and decided to come only on Sunday instead of Saturday. We had a strong contingent from Ballarat as usual with most there for at least the two days. Peter Evans came down for the Saturday only and made the most of the blustery conditions having two flights with his Cub and three with the PC - 21. We all managed to get a few flights in, Wayne Goodwin and I flew our Stearman biplanes a couple of times.

The swap tent had plenty of bargains as usual and no doubt there was much haggling going on. As an aside, Dave Barling from the Bellarine club had arranged to buy Glenn White's damaged Me.162 Komet which had a mishap with the windsock pole on take-off a couple of years back. Well you should have heard these two negotiating over the price and what was and wasn't included. Very entertaining as we stripped the model down.

The model that probably attracted the most interest on the Saturday was the 38% scale 6.5m wing span Phoenix kit ASK-21 glider. The model was flown by David Bell from the Warrnambool club who is an avid follower of R/C glider flying. This model has a retractable electric

motor turning a 24" carbon fibre prop to allow unassisted take-off and keep aloft when thermals can't be found. David said the model had been substantially modified to strengthen and support the retractable power module which was air driven to raise & lower. They are looking at electrifying that because the pneumatic system only allows raising and lowering a couple of times.



Batteries in the nose and a cylinder to store compressed air to raise and lower the power pod.



The ASK-21 glider on take-off flown by David Bell. The pylon mounted Hacker 60 electric motor had plenty of power.



David Bell's large Phoenix ARF ASK-21 powered glider.

Dale Packham from the Constellation Model Flying Club in South Australia also flew his large blue and yellow biplane several times throughout the day entertaining all those present with his aerobatic skills.



Dale Packham's Pitts 12 aerobatic biplane.



Garry Bergen's 1/3 scale Super Stearman built from a Balsa USA kit and powered by a Moki 215cc five cylinder, four stroke, radial engine.



An airborne shot of the Pitts 12 during one of the many manoeuvres.



Garry Bergen readying his Super Stearman for a flight.

Sunday was a perfect day as the forecast predicted and no doubt was the reason for many more models in the pits and also flying. Rob Lauder from the Bellarine club had a Stinson Reliant he built from a Top Flite kit . The model was obviously well built, flew well and was flown superbly by Rob. The OS engine ran like a charm, had a good sound to it and provided the right amount of power for the model, more than scale but sufficient to make it flyable in all conditions.



Robert Lauder's Stinson Reliant built from the Top Flite kit has a wingspan of 2.55m and is powered by an OS 40cc four stroke petrol engine .

Garry Bergen, also from the Constellation Model Flying Club, had his 215cc Moki five cylinder radial powered 1/3 scale Super Stearman built from a Balsa USA kit. The model looks magnificent performing and sounding so much like the full size.

Rod Mitchell from Warrnambool flew his Grumman F7F Tigercat and Northrop P-61 Black Widow twin engine models. Rod always puts on a great flying exhibition with his scratch built models.



Rod Mitchell's Grumman F7F Tigercat taking off.



The Tigercat midway through a roll.

Our Ballarat members also did a lot of flying between them. Max Rowan flew the Cub several times and had a couple of dead stick landings, it seems he accidentally hit the ignition kill switch. He also flew his Cessna 182 and the Spitfire which came from the Hamilton swap tent a couple of years ago.



Max Rowan's 1/3 scale Cub on a touch & go approach. Just keep fingers off the kill switch Max!!!



Wayne Goodwin's PT-17 Stearman powered by an OS155 Alpha on landing approach.

As on Saturday, Wayne Goodwin and I had several more flights, Wayne flying his OS155 Alpha powered PT-17 Stearman and I my OS200FS powered Super Stearman. Ricky Gerada, Peter Weston and Darron Weston flew their electric models throughout the weekend and both Ricky and Darron came away with trophies for their efforts.

The Hamilton club provided a BBQ lunch both days and also had ten Christmas hampers to raffle. Five were raffled each day which meant five winners were drawn toward the end of flying on Saturday and five more were drawn at the end of proceedings on Sunday. The hampers were put together and donated by the mother of a young member who was killed in a car accident several years ago.



The Christmas hampers that were raffled on both days.

It is a really nice gesture and deserves our gratitude given the circumstances.

Awards were declared by club president Phil Niewand at 2:30pm with a large number of trophies presented.

AWARDS

President's Choice	Stuart Kent	Lockheed Hudson
Best Flying Display	Geoff McCarten	Tiger Moth
Best Biplane	Garry Bergen	Super Stearman
Best Scale Model	Rob Lauder	Stinson Reliant
Best Military Model	Rod Mitchell	Grumman Tigercat
Electric Flight Award	Darron Weston	Fokker D7
Best Sports Model	Peter Ashley	Impulse
Encouragement Award	Ricky Gerada	
Fun Fly Award	Foster Taylor	
Pilot's Choice	Dale Packham	

The pilot entry raffle was drawn after presentation of the trophies. Dave Barling was the winner of the jet kit but graciously declined and put it up for redraw reasoning that it would be better going to someone who would appreciate and make better use of the model. On the second draw Darron Weston was the winner.

After the presentations and raffle draws everyone started to pack up for the trip home. Some no doubt having several hours of driving ahead of them.

In winding up we must thank the Hamilton club and their supporters for putting on a great weekend. We see so many familiar faces in the canteen as we come back each year. These events don't just happen, they take a lot of planning and organizing. I'm sure most of us will be looking forward to attending next year's fun fly.

Roger Carrigg



JET PROPULSION at DONCASTER MAC

For the December meeting at Doncaster MAC Greg Stanfield selected the subject of jet propelled aircraft and enlisted the services of Doncaster MAC member Egon Fice, who flew the Dassault Mirage with the RAAF, to explain the difference in design and operation of the older centrifugal jet engine compared with the later and more powerful axial flow engines.

In addition Greg arranged for Rob Dickson of the Keilor club to bring some of his models to illustrate the various design approaches used for these early jet aircraft.

Doncaster member Cliff McIver displayed a pair of foam electric ducted fan models and Kevin Walker of the Greensborough club brought his prop driven version of the F.III built from the Airborne plan.

For those old enough to remember them Greg also had a Jetex engine in its original packaging and a couple of kits for Jetex powered aircraft.

Alwyn Smith rounded off the range of vintage model jet engines with an original Dynajet pulse jet engine and an OS pulse jet that were both available to modellers in the late 1950's.



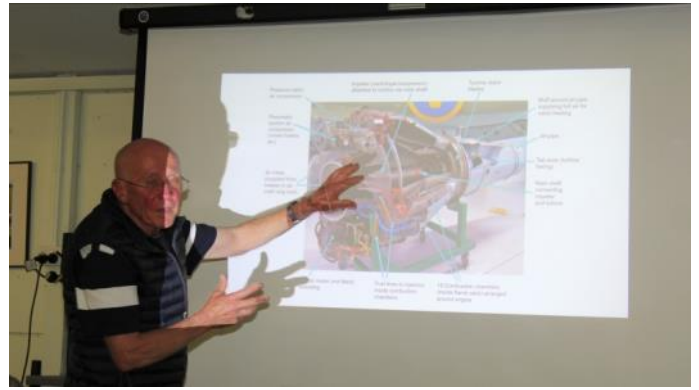
Rob Dickson describing his three model jet aircraft. The Messerschmitt Me.262 and Heinkel He.162 are powered by electric ducted fans while the Mirage III has an i/c engine at the rear with a pusher propeller.



The walls and benches of the clubroom adorned with plans for jet models and kits for plastic models.



Egon Fice discussed the operation of the early centrifugal jet engines and their development into the more powerful axial flow engines in current use.



Egon also explained the differences in the design of centrifugal jet engines compared to the axial flow engine.



Kevin Walker's i/c powered, prop driven, General Dynamics F.III built from the Airborne plan and yet to fly.



Cliff McIver's ARF foamy of the General Dynamics F-16 Fighting Falcon, powered by an electric ducted fan.



Another of Cliff's models, this ARF foam model of the DH. Vampire is powered by an electric ducted fan.



Rob Dickson's Messerschmitt Me.262 is powered by two electric ducted fans.



This Dassault Mirage built by Rob Dickson has a pusher engine at the rear.



Rob Dickson's Heinkel He.162 is powered by an electric ducted fan.



Cliff McIver entertained us before the meeting with his aerobatic, electric ducted fan jet model.



The Jetex engine was really a solid propellant rocket motor and was popular for a short time with a number of small jet aircraft kits designed to use it.



Alwyn Smith with his American Dynajet and Greg with a Japanese OS pulse jet. These engines were developed for control line speed models and though capable of high speed they were VERY noisy, never becoming popular with modellers.



A helicopter designed for two Jetex units mounted on the outer ends of the rotor blades. A very dubious arrangement that had little chance of successful flight.



Greg discussing the original prop driven and later jet versions of the SAAB 21.



Greg with a pair of scale jet model kits for Jetex motors.



This annual event was once a very popular occasion but as our indoor flyers age the numbers are slowly decreasing and this year's event only drew a small number of participants to fly their small models and participate in the Christmas lunch provided by the Cassidy family.

RESULTS

RUBBER SCALE

Name	Model	Stat Total	Flt Total	Flt + Stat	Place
S. O'Connor	Bleriot 7	30	50	80	1
A. Korlagama	Hi Max	28	48	76	2
D. Bladier	BE 2	39	28	67	3
S. O'Connor	B.A.T. Torpedo	28	30	58	4
D. Bladier	Bristol Scout	42	0	42	5

RUBBER SCRAMBLE

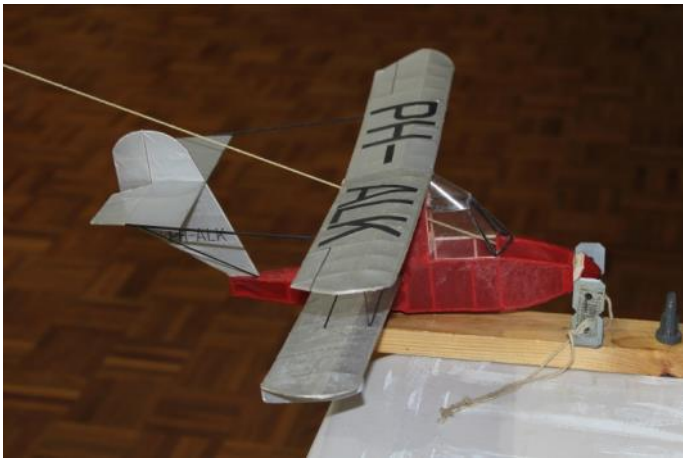
Name	Total	Place
A. Korlagama	352.4	1
S. O'Connor	349.1	2



Don Bladier's Bristol Scout



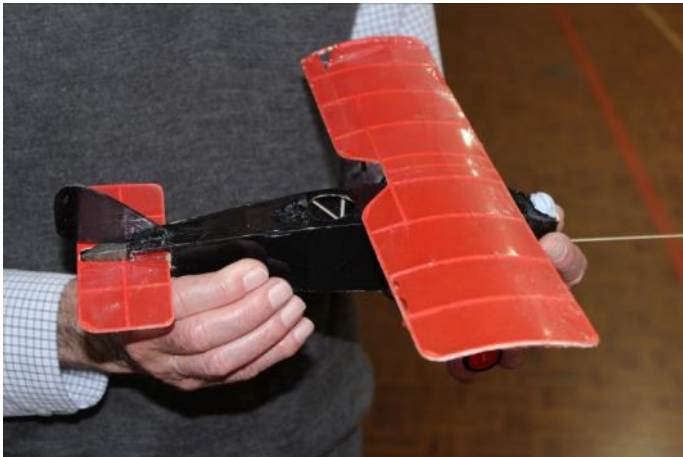
Another by Don Bladier, this one's a BE.2



Arjuna Korlagama's De Schelde "Scheldemeeuw" flying boat.



Knotting of the rubber motor limited the trimming flights of the Scheldemeeuw.



Mike Glaister's Waterman Racer.



Mike winding his Racer assisted by Don Bladier.



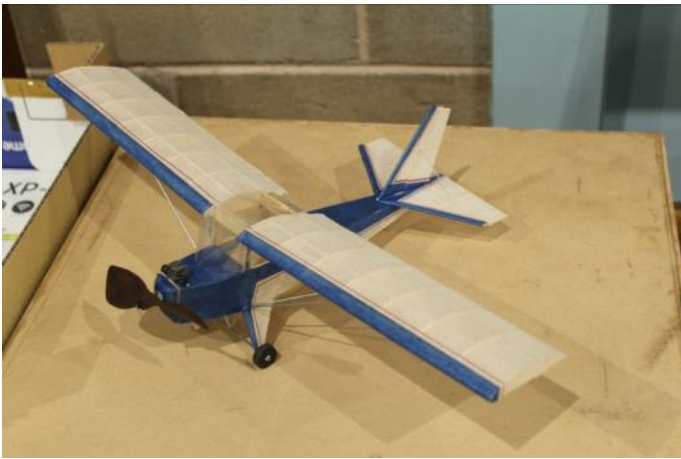
Arjuna Korlagama's foam model was a consistent flyer.



Reg Register's collection of indoor flyers included an r/c ornithopter bird.



Reg Register with his Peanut Scale r/c Tiger Moth.



Arjuna Korlagama's model of the Hi - Max ultra light.



Sean O'Connor's new B.A.T. Torpedo.



Reg Register's ornithopter r/c bird in flight.



Numbers are dwindling for this once very popular event.



Mike Glaister discusses his "Serion" coupe with Darien Cassidy.



Arjuna Korlagama winds the rubber motor in his Scheldemeeuw flying boat while the next generation of his family is more interested in his telephone.



Once again Albury was the location for the APA Championships with the Twin Cities Model Aero Club as our hosts on October 5th and 6th. Twenty-three competitors came from Qld, SA, NSW, Vic, ACT and Tasmania. Many of them, along with a few from WA had gathered in Qld for the Masters earlier this year. It was great to catch up with 'old' friends and make new ones. It was also easy to spot the Victorian and Tasmanians, pale and pasty, among those from the warmer states of NSW, SA and Qld. Scott Kay from Tasmania was our CD with myself as his flightline director.

Friday was set aside for practice with people arriving through the day. We arrived at 8:50am, and joined the queue but by lunchtime the queue was quite empty as some had been practicing since 8:00am and had run out of batteries. Further back down from the clubhouse control-line combat and speed was underway and that caught a few by surprise, especially when the tuned pipe on the speed models suddenly kicked in. Anyway, just when you think everything is under control Murphy stepped in and my Vanquish suddenly let go of something during my second practice flight. As I came around it appeared to be missing a prop but what fell off wasn't the prop but the chin cowl. Daniel took my transmitter and landed the model. The engine had shaken itself loose taking out the chin cowl and the front of the canopy fairing. The carbon prop had broken about 2" off either end and twisted the three engine wires into a tight ball. That curtailed my flying as a competitor and left us the following entries for the competition:-

Sportsman	3 entrants
Advanced	5 entrants

Expert	6 entrants
F3A	6 entrants
Masters	3 entrants

Flying got underway at about 9:06am Saturday morning. A slight crosswind pushed a few models around but it was nothing that couldn't be handled. Running two flight lines we completed forty four flights by lunchtime and at the end of the day we had completed a further fifty eight flights. This meant that every class had completed four rounds of competition. The aerobatics fraternity use an electronic scoring system with each judge logging in at the start of their session, entering the pilot number and making sure that they're in the right class and round. The system then whispers each maneuver in their ear and they enter a score for it. The system, known as Notaumatics, is now widely used around the world and owes a lot of its development to some smart Australians. Some shuffling of judges was required through the day as we ran two rounds per flight line for most of the day and there were a few clashes to sort out. After that it was back to the motel restaurant for beer and vittles.

Sunday left us with two rounds to complete in each class and we wanted to finish with the competitors in Masters class flying the last two rounds of the F19 schedule on their own on one flight line so that everyone else could watch and see how it's done. This schedule is only flown now and again and unlike all other F3A schedules features cross box manoeuvres. We completed flying about 2:00pm and packed everything away. Presentations to all place getters followed including the APA Champion for 2019.



CD Scott Kay's home for the weekend, laptop, wi-fi routers and Raspberry Pi's running the judging system. Fellow Tasmanian Ben Goode's model in front.



My Vanquish minus a few bits that it needs to fly.



"Here Dad, you fly it." said Daniel - "Never" said I!



Victorian Precision Aerobatics president and fellow YVA member, Fernando Monge, is distracted from the F3A Aerobatics by the goings on across the way at the control-line circles.

RESULTS

Sportsman

1st – Adeh Becker, 2nd – Peter Webb, 3rd – Jamey Bellicanta

Advanced

1st – David Nugent, 2nd – Peter Readett, 3rd – Rob Hulett

Expert

1st – Sean Readett, 2nd – Michael Rutledge, 3rd – David Carkeek

F3A

1st – Ben Goode, 2nd – John Brann, 3rd – Phil Spence

Masters

1st – Russell Edwards, 2nd – Scott Kay, 3rd – Jason Arnold

Richmond Free Flight Scale Rally



(Without the support of Gary Sunderland I have had difficulty getting a report on this event but I have now established contact with Stan Mauger in New Zealand and Stan has allowed me to use his report and the photographs which were published in the New Zealand newsletter "Scale News" immediately after the event.)

Each year New Zealand scale flyers join their Australian counterparts at Richmond, west of Sydney for the annual free flight scale event.

This year it was a scale rally, which did not exclude competition flying. Next year it will be the Hope Cross Trophy Event for F4A power Scale class, in a contest between New Zealand and Australian teams. As those familiar with the flying site will attest, it is a turf farm with short cut grass, still springy enough for landings. There is usually a bare earth area as well, excellent for take-off runs.

Both days started with fog (sometimes it's a light mist) that burnt off during the morning and as usual morning conditions were perfect for flying free flight scale classes. Whilst there was steady flying activity in the competition classes, many models were also flown for the pleasure of enjoying the venue by the crowd of twenty or so free flight scale enthusiasts there.

A change this year was the introduction of static judging available on the day prior. Many had their models processed on the day before, allowing more time for flights. As with last year results were announced at a lunch on the field on day two. The Richmond weekend provides opportunity to make contact with other scale modellers, on the field and also at the Saturday night dinner.

Contest events. Power Scale and Rubber Scale were flown to FAI Rules. Unlike most scale contests the Richmond event allowed unlimited entries by each flyer in each class, the best score being the one that counted in placings for each class. This was great for flyers but created extra models to process by static and flying judges.

Power Scale. F4A rules allow both engine and electric powered models to compete in this power scale class. Phil Mitchell took advantage of this, entering his recently completed Consolidated Catalina twin. The model had been set up to take advantage of motor speed control, and several short flights were made.



Phil Mitchell's electric Catalina twin.

He also brought his DH Tiger Moth and Sopwith 1½ Strutter. The Tiger, built from a reduced r/c plan and powered by a Mills 1.3, flew most realistically, but the nicely detailed Strutter had been trimmed for very smooth flight with excellent glide performance and was a worthy winner of the event.



Phil Mitchell attempting a take-off with his Sopwith 1½ Strutter.

Stan Mauger brought his Jena powered Vickers Vildebeest. After a long take-off it climbed away to make a number of circuits before a short descent.



Stan Mauger's Vickers Vildebeest on the judging table.

Roy Summersby's handsome Sopwith Swallow proved to be tricky, but he was luckier with his now familiar electric FE8 that put him in third place. Bob Craine flew his APS Coker-designed Curtiss P-40 (his was a model N) a number of times. Even on a .6 MP Jet the model put in some spirited flights from hand launches and seemed to go together again easily after knock-off landings.

Rubber Scale. All models entered in Rubber Scale recorded qualifying flights and the standard of both building and flying was high. Phil Warren had three unusual model subjects including a Portsmouth Aerocar Twin, a Peyret Taupin and a Lemberger LD20B.



Phil Warren's Portsmouth Aerocar rubber twin.

The Aerocar managed modest flight times, but his Taupin flew well despite its tandem wing arrangement.



Phil Warren setting up his unorthodox Peyret Taupin.



Phil Warren's Lemberger LD20B flew nicely in Rubber Scale.

The real performer, however, was his Lemberger that put him in top place. Only three points behind was Mike Mulholland's splendid Sopwith Triplane built from the VMC kit and beautifully detailed. It managed good duration and looked great in the air.



Mike Mulholland about to launch his Sopwith Triplane in Rubber Scale, a great flyer.

Ricky Bould was also delighted with the way his new Westland Widgeon performed, out for its first airing. Stan Mauger brought out his now elderly Fairchild F-24 that still managed fifth placing, closely followed by Reg Towell's Caudron Racer, Roy Summersby's Focke Wulf 152H and Keith Murray's Taylorcraft O-57.



Brought out for another day's flying, Stan Mauger's Fairchild F-24 flew well in the calm conditions.



Reg Towell receiving some assistance with his Caudron Racer.

Kit Scale. The inclusion of Kit Scale was an impetus to new models appearing. Mike Mulholland stole the show with his delightful Keil Kraft (3/6D) Lysander. Many have gazed at this kit and doubted its ability to fly, give the tiny wing area. Mike demonstrated how well this model can fly if built light enough and it was a worthy winner of the event.



Mike Mulholland's Westland Lysander.

Yolande Mulholland and Noelene Lyon placed equal second with their two beautifully built kit scale models that they had dubbed 'Audrey' Auster, an Avetek AOP9 and 'Betty' Beaver a DHC Beaver from a Dumas kit. They each won a wager of \$100, by two modellers who each committed to building a kit scale model for the event but didn't come up with the goods!



Yolande Mulholland and Noelene Lyon, both pleased with second equal placing and wager win in Kit Scale.



Phil Mitchell's Bellanca Skyrocket from the Flyline plan.

Both Keith Murray and Phil Warren were close on their heels with a Taylorcraft and a Bellanca respectively.

Maris Dislers was unfortunately whisked away for medical care before those of us arriving on day one could see his Bird Dog flying. Roy Summersby's Nieuport 17 was one of the few i.c. entries in Kit Scale.



Roy Summersby starting his Nieuport 17 whilst conferring with Terry Bond.

Several of the New Zealand contingent have been attending Richmond scale weekends as far back as 2004 so are now familiar competitors. There is a great spirit of camaraderie which makes these events most enjoyable and highly recommended for anyone with an interest in free flight scale flying.

If you wish to join those coming to Richmond in 2020 get in touch with anyone on the Free Flight and Control Line Scale SIG committee. The team trials for the 2020 Trans Tasman will be held at the Nationals in January.

Stan Mauger

RESULTS

F4A Free Flight Scale		Model	Score	Place
Phil Mitchell	Sopwith 1/2 Strutter		1572	1
Stan Mauger	Vickers Vildebeest Mk4		1467.5	2
Roy Summersby	Royal Aircraft Factory FE8		1359	3
Bob Craine	Curtiss P-40N Kittyhawk		1281.8	4
Ricky Bould	Auster AOP9		957.8	5
Roy Summersby	Sopwith Swallow		899	6
Terry Bond	Royal Aircraft Factory SE5		872.9	7

Kit Scale

Mike Mulholland	Westland Lysander	150.1	1
Yolande Mulholland	Auster	146.6	2=
Noelene Lyon	DHC-2 Beaver	146.6	2=
Phil Warren	Bellanca Skyrocket	144	3
Keith Murray	Taylorcraft	142.9	4
Maris Dislers	Cessna Bird Dog	134	5
Roy Summersby	Nieuport 17	133.5	6
Ricky Bould	Comper Swift	108	7
Phil Mitchell	Howard DGA6	95	8
Warren Leadbeatter	Curtiss P-40 Warhawk	89	9
John Clements	Druine Turbulent	67	10
Reg Towell	Erco Ercoupe	58	11

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Outdoor Rubber Scale

Phil Warren	Lemberger LD20B	1476	1
Mike Mulholland	Sopwith Triplane	1473	2
Ricky Bould	Westland Widgeon	1325.4	3
Stan Mauger	Fairchild F-24 Ranger	1280.7	4
Reg Towell	Caudron Racer	1260.5	5=
Roy Summersby	Focke Wulf 152H	1260.5	5=
Keith Murray	Taylorcraft O-57	1221.7	6



Peter Jackson with one of his WWI biplanes for small diesels. This one was an SE5a for a Schlosser.



George Fay with his Pe-2 between flights.



Even though I have attended the August Bank Holiday weekend BMFA free flight scale nationals a number of times, I never cease to be amazed at the scale of the contest. The venue, RAF Barkston airfield located in Lincolnshire near Grantham, becomes a camping / caravan ground as well as a space large enough to hold concurrent control line and scale events. Apart from the range of control line events, both radio control and free flight scale classes are contested. Radio Scale is flown throughout the day and the three main free flight scale classes – IC power, Rubber power and CO₂ / Electric, in two sets of two rounds in the evenings over two days. Other free flight scale classes for APS and MA plan designs, kit scale, and Credgington Trophy for flying only, all had been flown at a May Nationals also at RAF Barkston.

Static judging for free flight scale events was completed during the day, on the first day and whilst this was in progress there was time to wander around the trade tents and avail oneself of modelling items hard to get without resorting to web purchasing. There was also the opportunity to wander around the amazing models in the static judging tent and to meet other competitors, many of whom have previously only been known as names on modelling magazines or on websites. There is also the Sunday Swap Meet that could result in some great buys!

This year the wind was stronger than we tend to fly in, in our own nationals, but with the opportunity to postpone over several days, we have a better chance of getting better weather. The airfield location offers two great advantages making the journey worthwhile quite apart from the rest of the experience – an amazing runway, wide enough for take-offs at any angle and a huge grassed area around runways, suitable for model flying. Providing engines are either easy starting or at least kept warmed up, the rounds system presents no real problems for the IC power class. The question is always whether to hold back on putting in flights when conditions seem breezy, or to ensure that some attempts are made anyway. One interesting change in the briefing this year was a reference to electronic stabilisation aids. Working on the principle that pendulums and other aids have been used in free flight scale models for many years, a more modern electronic version should be allowed. Since the Nationals this topic has been debated on Hip Pocket with viewpoints supporting both sides of the fence.

Despite the sometimes turbulent conditions there were a number of great flights. Models using stabilisation aids flew without the usual weather created disturbance and such aids certainly make difficult subjects like some low-wingers more controllable. The Nate and Zero flown by Ivan Taylor and Steve Glass's DHC Chipmunk all flew impressively with assistance from stabilisation control, but the standout flight of the day for me was Ivan Taylor's TSR2 electric ducted fan powered model which flew a fast rock steady climb and cruise and then a very scale-like descent.

Ricky should be happy with his well-proven Comper Swift in CO₂ / Electric that handled the breeze well and looked great in the air. Ricky's AOP9 and my Vildebeest proved that they still need work. Nevertheless it was a great Nationals and well worth all the work in getting models there.

Stan Mauger



Ricky Bould with his Comper Swift.



Ricky Bould's Auster AOP9 has been developed further since the last Nationals with the aid of factory drawings for tricky bits.



Steve Glass had his DHC Chipmunk flying very smoothly in breezy conditions.



Andrew Hewitt's Fokker E.III Eindekker was beautifully detailed and flew well enough to make third place.



Bill Dennis took top honours again in Super Scale with his well proven RE8.



Derek Knight's electric powered Tiger Moth had a number of nicely made details and was top in static as well.



Pete Fardell entered his attractive Comte AC-4, adapted from the Aeromodeller plan, in rubber. It flew nicely.



Ivan Taylor's Mitsubishi Zero gained a high flying score and with good static marks won Open Rubber.



Chris Brainwood's Hawker Tomtit handled the conditions well and looked great in flight.

Results

Scale Free Flight IC

1. B. Dennis	RE 8	1595.00	1574.00	3169.00
2. S. Glass	IC DHC-1 Chipmunk	1690.00	1353.00	3043.00
3. A. Hewitt	Fokker EIV Monoplane	1515.00	1501.00	3016.00
4. I. Taylor	Claude ASM2b	1675.00	1324.30	2999.30
5. G. Tilson	Fokker EIII	1630.00	1246.00	2876.00
6. C. Brainwood	Hawker Tomtit	1282.50	1445.00	2727.50
7. M. Smith	Sopwith Snipe	1000.00	1590.00	2590.00
8. I. Lever	Auster AOP9	930.00	1273.00	2203.00
- S. Mauger	Vickers Vildebeest	0.00	1412.00	1412.00
- B. Lea	Spartan Arrow	0.00	1312.00	1312.00
- R. Bould	Auster AOP9	0.00	1202.00	1202.00

Scale Free Flight CO2/Electric

1. D. Knight	DH82a Tiger Moth	1745.00	1794.00	3539.00
2. M. Smith	Handley Page	1947.00	1522.00	3539.00
3. B. Dennis	Caproni Ca100	1875.00	1435.00	3310.00
4. I. Taylor	TSR2	1700.00	1478.00	3178.00
5. R. Bould	Comper Swift	1500.00	1167.00	2667.00
6. S. Glass	Hawker Typhoon	990.00	1441.00	2431.00

Scale Free Flight Rubber

1. I. Taylor	Zero	1780.00	1526.00	3306.00
2. B. Dennis	Jungmann	1410.00	1569.00	2979.00
3. D. Knight	Auster	1535.00	1189.00	2724.00
4. P. Fardell	Comte AC-4	1800.00	801.00	2601.00
5. P Briggs	SE5a	0.00	963.00	963.00



Stan Mauger's Vickers Vildebeest during run up before flights.



Mike Smith's superb Handley Page twin awaiting static judging.

INDOOR AVIATION

at

MULLUM MULLUM STADIUM



The Indoor Aviation group have gained another venue with the addition of the Mullum Mullum Stadium to their other venues at Boronia, Glen Waverly and Frankston. The Mullum Mullum Stadium is located at 31 Springvale Road, Donvale and provides an excellent flying opportunity for the indoor r/c modellers in the northern suburbs of Melbourne.

Built by Manningham Council the stadium is leased to the YMCA and Indoor Aviation have negotiated the use of two basketball courts from 9:00am to 12:30pm on two Wednesdays of each month. At the very reasonable cost of \$5.00 per flyer for each session it represents good value.

As can be seen in the accompanying photographs it is a very good facility with the added benefit of a well stocked cafeteria and a comfortable lounge area to ease the stress of flying.

Wednesday the 29th of January was the first flying day and the twelve flyers who attended enjoyed their flying and a fine morning tea or coffee break. Very civilised and much appreciated by our aging group!

The flying calendar can be seen on the Indoor Aviation website at <http://www.indooraviation.com/new-and-news.html>



Morning tea break.



The well stocked cafeteria and lounge area..



Two views of the foyer at Mullum Mullum Stadium.



The basketball court area is state of the art with the usual two courts available for flying. The ceiling is not high but is quite satisfactory for the small indoor models.



Lew Rodman's Cessna in flight.



Greg Egan with John Julian's ornithopter 'insect'.



The very impressive exterior of the stadium. There is plenty of parking space within a short walk of the building.

FOR SALE

CONTACT: JOHN LAMONT

Home: 9431 0044, Mobile 0415 384 823



OS BGX-1

A used engine in very good condition.

\$225

FOR SALE

Model aircraft trailer. Light duty suspension, rear and side door access. Floor 2.4m x 1.3m (tapered at front). Spare wheel. In good condition.

\$900



Call Brett Reaby Mob: 0411 643 232

FOR SALE

Contact: Allan Brady

Email: abrady11@bigpond.com

Phone: 0411 894 482

Klarich partial kits + plans: 57" Zoot Suit - **\$70 free postage**

96" Lanzo Record Breaker - **\$85 free postage**

Full size Lanzo Bomber wing 96", tailplane & elevator, fin & rudder all covered and used, in good condition (ex Paul Farthing) Full set of plans included. **\$90 Pickup only**

OS FS 61 Four stroke (new) run once, not run in. Includes old timer needle valve & manifold. Comes in the original box with the unused original needle valve and manifold. Accessories and new tools included. **\$185 free postage.**

Original BOLLY prop 16.5" x 8" (Bomber prop) - no nicks or damage in great condition. **\$75 free postage.**

Pickup Address: 89 ARTHUR PHILLIP DRIVE, NORTH RICHMOND. NSW. 2754.

Swap Meet Everything R/c

BAIRNSDALE

9th February 2020
Gate opens at 0800

For Details—www.badmac.org.au.



Seller
\$10
ea.

EVERY
Radio Control
Discipline.

This will be a flying day for licensed visiting pilots. Open for the public to view and purchase from stalls. Top catering on-site with food and drinks for purchase.



1125 Bengworden Rd
Goon Nure VIC.

Warrnambool Model Aircraft Club Fun-Fly Weekend

Sat/Sun 21st and 22nd March 2020

A short "Club House Opening Ceremony" will be held at 1.00pm on the Sat.

We have smooth grass runways 200ft long suitable for all types of models, large or small.

All modellers and model types most welcome.

Free camping is available at the field with hot showers.

Food and drinks will be available at the field.

\$5 entry for pilots which gives you a ticket in the club raffle.



If you would like to arrive on the Friday that is no problem but please let us know so we can have the field open for you.
Contact Sec: Rod Mitchell 0423 964 781
Pres: Harry Knight: 0429 848 461



P&DARCS

Pakenham and District Aircraft Radio Control Society



Monty Tyrrell Memorial Scale Rally Sunday March 22th 2020

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



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

P&DARCS have excellent facilities, including long and wide grass runways and several 12 and 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.
- Catering is available.
- See web site, www.pdarcs.com.au/monty, for more information.

Come for a great days flying at a great field.

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

OPEN DAY Wings Over Western Port 2020

WOW3

Entry - gold coin donation to the Scouts at the gate



Radio Control Extravaganza

Sunday 29th of March
from 10.00 am to 4.00 pm

Join the Western Port Model Aircraft Club and other clubs demonstrating different types of Radio Control models, with WORLD CLASS pilots strutting their stuff! Planes, Boats, Tanks, Cars, as well as other local hobby groups, & the Scouts.

Several hobby retailers will also be show-casing their merchandise Food & Drinks available.

360 The Esplanade, Crib Point. 3919 - Mel Ref: 165/C9
www.wpmac.com.au

See previous event - YouTube - Wings over Western Port 2018

This community event is proudly sponsored by:

Balnarring & District
Community Bank® Branch  Bendigo Bank



Vic Vintage Oily Hand Weekend
28th and 29th March 2020
Radio Control ~ Free Flight ~ Control Line

THESE ARE THREE CONVENTIONS AT OILY HAND DAYS THAT MUST BE OBSERVED REGARDING THE MODELS THAT CAN BE FLOWN:

1. R/C models must be diesel (any capacity) or small glow (max capacity 100)
2. CL models are to be diesel or open exhaust glow
3. FF models can be diesel, small glow, rubber power, COC or torsion glide

There will be 3 Models of the line:

- **Sharkface** - by Fred Kawa from 1993 - 27in span - RC R/C
- **Sharkface** - by Eric Clifton from 1993 - 22in span - FC
- **Sharkface** Pylon racing great fun for every one

Invitation open to all VMAA Members




Munro Flying Field is a Privately owned venue purposely designed for Pylon Racing. It consists of a 180mt X 30mt very well groomed grass strip and a 100mt X 60mt open taxiway that's just as well groomed. It has great amenities (Shower & Toilet) and under cover area fit for a king and plenty of camping area. The Town of Stratford is only 20km away with accommodation, Grocery Store, Pub and Bottle shop. Field will be open Friday for all to come and enjoy a long Weekend of Vintage Flight, Sharkface Pylon racing and good old aeromodelling camaraderie.

Field Address 900 Reservoir rd Munro Vic
Contact Barry Murphy mobile 0412 600 033



Echuca Moama Model Aero Club

ANNUAL FUN FLY

Saturday and Sunday
4th & 5th April 2020

AT THE VMAA FLYING FIELD ECHUCA

Field address – Watson Rd Kanyapella Vic 3564

Camping available on site. (Hot Shower and Toilets)

ALL TYPES OF MODEL AIRCRAFT WELCOME

Come and join us and enjoy our great facilities. It is sure to be a great fun weekend.

Refreshments available – Breakfast, lunch and Roast Dinner on Saturday Night

Contact – Fred West Secretary 0418 362100



VMAA Trophy Weekend
18 to 19 April 2020

The aim of this event is to encourage Association Clubs to have a go as a team over the two days. The event has the emphasis on fair play, maximum fun and competition. Junior pilots are encouraged to take part.

The Trophy rules make it fair for smaller Clubs to have a go with a good chance of doing well against bigger Clubs. Enter as many events as you can. Your best six of the 11 events will count.

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

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

Ring in Pilot for teams. Not enough Club Members, why not enter a Composite VMAA Team. Rules and conditions for Trophy Weekend will be posted on the VMAA Website. www.vmaa.com.au

The event will be held at P&DARCS, 30 Fowler Road, Cardinia 3978. 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



OMP Scanner Challenge

Bendigo 2020



Sunday May 3rd Scanner racing from 10 till 4pm

1 in 4 will be a winner - Entry Fee only \$20

Food and Drinks on the day

Entry form/rules or info, les.davis5@bigpond.com or brcac.asn.au



Annual Float Fly

When: 10am Saturday 6th & Sunday 7th June 2020

Where: Lake Bolac

**\$10 FEE TO COVER
RESCUE BOAT**

**QUEEN'S
BIRTHDAY
WEEKEND**

**CARAVAN PARK CLOSE IF
PREFERRED**

ON SITE FACILITIES:

CAMPING AVAILABLE @ SKI CLUB \$5
per person per night

TOILETS

SHOWER

WALKING DISTANCE TO LOCAL SHOPS
& HOTEL

Hot food & cold drinks available

"COME AND ENJOY THE WEEKEND"

For more information email araratdac@gmail.com

Or call Rick 0412 231 755

P.O. Box 512 Ararat Vic. 3377

MAAA PILOTS ONLY

FIRST WEST WYALONG NATIONAL CHAMPIONSHIPS



At the recent half yearly President's conference a full MAAA Nationals was not broadly supported and has been cancelled for April 2020. This was recently confirmed by our MAAA President. Neil Tank, however, there will be a major event at West Wyalong called "The First West Wyalong National Championships" and held during the period 7-15 July 2020.

The NSWFFS will, with the assistance of the Control Line Society, coordinate this major event. Other interested parties currently include SAMs, F5J, F5B and Electric Old Timers. The draft event schedules are currently being reviewed and will be published in the New Year. Any other special interest group interested in participating in this major event should contact me as soon as possible as I will need to finalise their scheduling and make the appropriate field bookings.

Terry Bond

Coordinator - The First West Wyalong National Championships

E-mail - karenand007@gmail.com