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AUSTRALIAN MODEL NEWS

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From the Editor

In a gesture of neighbourly friendship the Nepean club recently invited the members of the nearby Westernport club to visit their field for a day of flying and social interaction. (see pp.12,13),

This is something of a rarity these days with most modellers not venturing from their home field and clubs not being particularly inviting to MAAA members other than their own, an insular aspect of modelling that is isolating it's own people. Together with the rise of numerous SIG's and the fragmentation of the Nationals there are now very few occasions when modellers have the opportunity to mingle with fellow enthusiasts of all modelling pursuits.

In my home state of Victoria a few events such as the VMAA Trophy, the OS Engines Fly-in and the NFG "Twins and More" attract attention from a wider group but, in general, to meet with other modellers you now have to attend a competition held by a SIG where you see only those who have a competitive interest in that aspect of modelling and comprise only a small percentage of the modellers interested in that area of our hobby.

Coupled with this, rather than take part in the activities at a SIG event, there appears to be a growing determination by clubs to ignore the event but to extract a fee for the use of the field. Hardly conducive to fellowship and the expansion of our hobby.

A few more open flying days on the calendar might help to reverse the trend !

John Lamont.

This newsletter is published bi-monthly to feature scale model building and flying together with other modelling events in Australia.

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On the Cover.

Barrie Reaby's RV4 flying at Nepean after a major rebuild and demonstrating that, with a bit of skill and determination, ARF's can be restored after a crash.

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HENSCHEL HS 123-1

Barry Kilpatrick of the Twin Cities club is at it again. No sooner has he completed the Persian Fury than he has another project on the way although this time it is not quite so much a build as a restoration. The aircraft in question is a Henschel Hs 123.

The unfinished and un-flown model was built by the late Lloyd Dipple from Sydney. Lloyd was a master builder of large scale models and the Henschel is a magnificent example of his skills.

The aircraft is almost completely covered with litho plate to simulate the metal construction and is very highly detailed, both inside and out. The model is rather heavy due to the extensive detail work (the working undercarriage is an amazing piece of model engineering) and Barry intends to lighten the model without diminishing any of the detail.

The aircraft is built to ¹/₄ scale with a wing span of 2.3 metres and a petrol engine is planned to power the finished model, providing it can be fitted into the opening engine cowl.

David Balfour.









A good crowd of free flight modellers from South Australia and Victoria gathered at the annual Scale Masters event near Murray Bridge in May. Flying stated at dawn each day and the girls in the catering tent profided hot breakfasts and lunches to fuel the hungry flyers.

As usual the ace scale flyer, Dave Putterill, turned up with another of his fantastic scale models, this time a three (electric) motor Austrian Aviatik "Grössflugzeug" of 1917 vintage. A masterpiece of workmanship and complexity this model should have won easily, but a first test flight at dawn showed a need for more sidethrust. This could not be fixed on the field so Dave was reduced to flying his six motor Blohm and Voss flying boat which had won in previous years.

A challenger from Victoria was Gary Odgers with another rare Austrian aeroplane, a one eighth scale Phoenix D.I powered by a 2.5cc diesel engine. Gary flew this model in the 2011 British Nationals. After flying early Saturday the Phoenix flipped over on landing and damaged the fin, which put him out of the scale competition.

Another interesting and rare subject was an electric powered Hinkler "Ibis" flying boat. A full size replica of the Ibis" is on display at the Hinkler Museum in Queensland.

Not quite the last scale model flying, my Sopwith Triplane nevertheless managed to make many good flights over the two days, to be chosen by all tcompetitors as the "Model of the Meet". Powered by a PAW 1.5cc diesel and to one eighth scale the model has a good rate of climb but a steep glide which made for many flights. Good enough to keep the trophy for twelve months anyway.

Gary Odgers was awarded a prize by the organiser, dave Putterill, for his many smooth flights with his "Black Magic" sports model over the two days. Many scale and sports models flew all day Saturday and Sunday morning until the wind came up at lunchtime to cease proceedings. We all had an excellent time and plan to meet again in 2014.



Gary's Sopwith Triplane, "Model of the Meet" winner.



Breakfast at the flying field.



Dave Putterill with his Aviatik "Grossflugzeug".



Gary Odgers receives his award from Dave Putterill.



Gary Odgers with his Phoenix D.I.



Electric powered Hinkler "Ibis" flying boat.

Bob Pearce's

Hawker Hart

My model's story.

The model replicates the RAF Hawker Hart J9941 (formerly G-ABMR) No. 57 (Bomber) Squadron, now hanging in the RAF Hendon Museum, London.

I purchased the model, partly constructed, from Ivan Watkins of the Manning Model Aero Club, Wingham NSW.

The original part of the model was constructed by Keith Freeman who was deceased when I purchased the model. Ivan was a friend of Keith's and gained possession of the model from Keith's widow.



The Model. Wingspan: 1880mm (74 inches) Weight: 5.5kg Motor: Thunder Tiger Pro 91 two stroke

From my investigation into the model I discovered that it was based on the RCMB Plans Service design by David Smith. As can be seen from the photo of Keith's model it did not have the forward nose section.

I completed the nose, undercarriage, wing struts, cabanes and tailplane supports and added a lot more detail. The original covering was removed and the model was recovered with koverall and painted with auto acrylic as per the RAF Museum photographs. A new set of decals were also added.

As I am unable to use the model in "builder of the model" competition I have installed a Thunder Tiger Pro91 two stroke which doesn't fit totally in the cowl.

The maiden flight was flown by Dean Erby, President of the Manning MAC, and a video showing this traumatic flight can be seen at http://www.youtube.com/watch?v=FixrcwSDs14



The prototype aircraft on display in the UK.



The model as built by Keith Freeman and purchased by Bob Pearce.







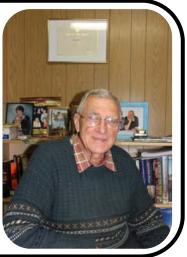






David Kerr

and the Bendigo Commemorative Motor



I have a number of aeromodeller friends with whom I regularly converse via Skype. Just recently John Moody, who resides in Tasmania, called to ask if I could help with information regarding an engine that previously belonged to former MAAA secretary, Chris Greenwood, and has now passed into the keeping of his brother Jim Greenwood who lives in Townsville. John's question was whether I knew of the 5cc. Bendigo Commemorative Motor and its maker, David Kerr.

I had no knowledge of the motor but in my Greensborough Model Aircraft Club we have a David Kerr who I knew to be a gunsmith and this seemed to fit into the picture of a special, small production, engine. A bit of checking for phone numbers led to contact with David and, sure enough, he was the designer and builder of the Bendigo Commemorative Motor. The chain from Townsville, Queensland to Georgetown, Tasmania and on to Eltham and Bundoora in Melbourne was complete and I arranged a visit to David to seek the story of the engine.

David has had a varied career, starting out as an industrial chemist before turning his hand to teaching maths and science at secondary school level and chemistry, forensic science, hobby electronics-amateur radio at TAFE level. His interest in rifles and target shooting led to an overlapping career as a gunsmith and this became his final work. Now retired, he still does some gunsmithing on a reduced scale.



A photograph of David's Bendigo Commemorative Motor from 1990/91.



Motors and remaining parts still in David's workshop.



David's speed model from the early 90's, powered by an OS pulse jet and missing only the fuel tank.

Throughout his life David has had an interest in aircraft and has been involved in aeromodelling since childhood. He served as secretary at GMAC for many years and still devotes a lot of his time to teaching aeromodelling to children at local schools and scout groups. In acknowledgement of this and other community work David received an Australia Day Award in 2011.

Manufacture of the Bendigo Commemorative Motor was entirely David's idea and he started out with the intention of making fifteen units using a standard lathe and a vertical mill. Based loosely around the specifications of the FROG 500 each of the 5cc. glow plug engines required a considerable amount of hand fitting and this led to the completion and sale of only five engines with David retaining a few more. The rest of the parts were consigned to a box under the bench where they remain to this day. David confirmed that the engines ran satisfactorily but were only average in performance.

David's modelling interests have ranged from indoor flying to pulse jet powered control line speed models and r/c gliders, with considerable contest success in all areas. He was a member of an Australian team at the Indoor World Championships at Nagoya, Japan and is one of the few modellers to have had the opportunity to fly a model under the dome of the Public Library of Victoria. His jet powered models were fast enough to exceed the Australian jet speed records of the day.

Unmanned Aerial Vehicles

I recently received a copy of an article on Unmanned Aerial Vehicles (UAV's) that was published in the aerospace section of the Financial Times. The opening paragraph states that one of the UK army's earliest modern drones was so notorious for not returning from its missions in Kosovo in the early 1990's that its handlers nicknamed it "Bugger off". The article continues with the concession that since then, with the expenditure of considerable engineering effort and very large amounts of money, its successor aircraft have become far more reliable.

We are talking about military use of complex and hugely expensive UAV's operating in war zones or military air space in this instance but already there is discussion on the possible use of UAV's for nonmilitary purposes. The question as to whether they are safe for flight in civil air space and the fear of an unmanned aircraft colliding with a jetliner, or crashing into a populated area, has led to authorities moving very slowly.

In the world of aeromodelling our aircraft can all be described as UAV's but the new class of models now readily available, some oper-

ating under first person viewing (FPV), represents a significant change. Quadcopters are the most popular vehicle for this form of flying and there arises the problem of these aircraft, with an ability to hover and fly in any direction, operating in conjunction with fixed wing aircraft. When confined to a limited area as for helicopter operation a UAV presents no problem but curiosity and the lure of simulating full size flying using FPV demands that the aircraft be flown over a larger area than that set aside for helicopters at most of our fields.

We are facing the same problem as the full size flying community with a major difference being that in full size aviation millions of dollars are spent on the development and refinement of their UAV's whereas we modellers operate with equipment and aircraft built to the much lower standard determined by our market demand.

Logic and history says that we are already at risk when our current models take to the air and the introduction of UAV's at our model fields only increases that risk.

GRUMMAN X-47B UCAS





Mark Smith sent these pictures of the X- 47B UCAS taken on a visit to NAS Patuxent River.

The US government and its contractors proceed very cautiously with UAV development.

Development Programme of the Grumman X-47B

December 2008 — prototype rolled out.

February 2011 — first flight.

May 2013 — Launched from the carrier USS George H. W. Bush in the Atlantic ocean to land at NAS Patuxent River.



Classic Aerobatics at Yarra Valley

It's not a long trip from Eltham to the Yarra Valley club field so when I saw that a Classic Aerobatic event was scheduled I called in to have a look at the older style models performing their flight pattern. The small turnout of models was a little disappointing but the magnificent late autumn weather and the perfect flying conditions still made it a worthwhile trip.

I missed the 70's to 80's era of modelling so it was interesting to see the various designs used in competition at that time. My days in aerobatics in the late 50's and into the 60's saw the Orion, Stormer, Taurus, Gee String, Pegasus and Sultan as the leading designs, with engines ranging from 0.35 to 0.49c.i.

It was all a far cry from the modern aerobatic model as depicted in Matt Bailey's new biplane but each era has had its leading designs that set the competitive trend at the time.



The Yarra Valley club field in mid February. What a difference in the space of a few months!



Fernando Monge flew a 1973 vintage "Super Kaos"" designed by US aerobatic ace Joe Bridi. This modern replica flies with an OS 61SF two stroke.



Norm Morrish was flying a model which was "state of the art" in 1972. The model, a "Northerner" was designed and built by the late John McGrane and was a highly successful aerobatic event winner. Norm built a new fuselage to replace the oil soaked original but the rest of the model is as built in 1972. Powered by a Webra Speed 61 two stroke it flew the Classic schedule very well in Norm's capable hands.



Brian Green built this replica of Phil Kraft's "Dragonfly" a 1970 design with a retracting tricycle undercarriage.



Geoff Healey also flew a "Super Kaos" built from the RCM magazine plan. Geoff's model is powered by an OS61FX.



Cliff McIver brought two models. This one is his 1969 RCM "Expert" with the wing retained with rubber bands and powered by an OS 46FX.



Cliff's other model was a "Calypso" produced in 1983 by Model Tech. Model is powered by an OS 61 Hanno Special.



David Gibbs' "Curare" was designed by Hanno Prettner in the early 1970's. Built from a Eureka Aircraft short kit it is powered by an OS 75AX.





Not part of the Classic event but still of interest, this is Matt Bailey's new aerobatic biplane brought out to the field for some practice.



At the invitation of Barrie Reaby, Ian and I together with several other Melbourne modellers travelled south to the Nepean club to join in their general flying day with the Westernport club members.

It's a long trip from the northern side of Melbourne but the friendly reception provided by the local members always makes the journey worth while.

Unfortunately the weather did not come to the party and we had several showers of rain which held up proceedings. Flying continued in the intervals between showers and we enjoyed a BBQ lunch with the members of both clubs before leaving in mid afternoon for the return trip.





The weather was not the best and a lot of time was spent sheltering from the persistent showers.

The electric flyers prepared their models in the safety of the Nepean clubhouse. No short circuits with those wanted with those LiPo batteries!



A few older modellers with one slightly younger. From left: lan Lamont, Bill Eunson, Keith Schneider, Tony Farnan and Angelo Favaloro.



A nice collection of models on display in the pits when the sun broke through.





Neville Bird's Yak 54 showed the usual fine flying abilities exhibited by all models of this aircraft.



Nepean member Steve Ludlow flew his large scale ARF Cessna AG Husky and Pilatus Porter.



David Anderson's unusual model powered by a Saito 60 four stroke twin.



Tony Farnan, chairman of Model Engines, is a member of the Nepean club and flew this electric powered "Tucano".



Roly Gauman's Pilatus Porter performed well with several demonstrations by the parachutist.



The VFSAA held their annual "VICSCALE TROPHY" at the Valley Radio Flyers Shepparton on Saturday and Sunday of the Queen's Birthday weekend. 18 competitors flew in the three classes and three rounds were flown in each class over the two days.

When an event is held north of the dividing range the weather is often better than that in the south but this year was exceptional with two days of sunshine and no wind, perfect conditions for scale flying.



Gary Sunderland's Bristol Scout on a landing approach.



Glen Weeks was flying this Cessna 188 AG HUSKY.



Tony Grieger and Gary Sunderland in earnest conversation. Could the subject be WWI biplanes?







David Balfour came down from Albury with his well tried Curtiss Robin.



Bob Hulett is a Twin Cities member and brought this Storch for his first scale competition. The Storch is a 2.4m wingspan Austar ARF powered by a 26cc petrol engine and weighs 6.7kg.



Greg Lepp's Cessna 150 heads off into the "wild blue yonder".



Glen Weeks' Cessna 188 is an ARF by Austar. At 2.8m wingspan it weighs 11kg and is powered by an OS Super Gemini 300 twin.



Peter Harris restrains Mark Smith's PC.9 prior to take off.



Daniel Wheeler flying the family CAP 232 with father, Bill, assisting.



Peter Harris won Flying Only with his ARF Gee Bee Model Y.



Tony Small is another ex-Sydney modeller, now a Twin Cities member, and flew the Piper L4 formerly owned by David Balfour.

VICSCALE TROPHY RESULTS

VICSCALE TROPHY

COMPETITOR	MODEL	STATIC	RND 1	RND 2	RND 3	TOTAL	
D. LAW	D.H. VAMPIRE	2696	2529	2415	2543	5232	1
N. FINDLAY	D.H. FOX MOTH	2745	2349	2534	2353	5188.5	2
D. BALFOUR	CURTISS ROBIN	2288	2450	2373	2378	4702	3
G. SUNDERLAND	PFALZ D.XII	2283	2002	1968	1906	4268	4
W. WHEELER	DRUINE TURBULENT	1953	1772	2337	2151	4147	5
N. WHITEHEAD	VOUGHT CORSAIR	2025	1981	198	2025	4118	6

LARGE SCALE

COMPETITOR	MODEL	RND 1	RND 2	RND 3	TOTAL	
D. LAW	D.H.88 COMET	2436	2383	2346	2409.5	1
R. GAUMANN	PILATUS PC-6 PORTER	2453	2158	2251	2352	2
T. GRIEGER	PIPER CUB	2361	2188	2195	2278	3
A. MOTT	CESSNA 182	2342	2067	2063	2204.5	4
G. WEEKS	CESSNA 188 AG HUSKY	2078	2002	2020	2049	5

FLYING ONLY

COMPETITOR	MODEL	RND 1	RND 2	RND 3	TOTAL	
P. HARRIS	GEE BEE Y	1979	2329	2411	2370	1
T. SMALL	PIPER L4 GRASSHOPPER	2360	2352	2370	2365	2
N. WHITEHEAD	RV4	2380	2275	2333	2356.5	3
M. SMITH	PILATUS PC-9	2144	2342	2290	2316	4
R. CARRIGG	SHOESTRING	2006	2387	2244	2315.5	5
G. LEPP	CESSNA 150	2274	2138	2309	2291.5	6
D. WHEELER	CAP 232	DNF	1962	2055	2008.5	7
G. SUNDERLAND	BRISTOL SCOUT	1687	2007	1995	2001	8
W. WHEELER	CAP 232	1994	1917	1956	1975	9
R. HULETT	FIESELER STORCH	1995	1329	1889	1942	10
J. FINOCCHIARO	MILES HAWK	1617	1780	DNF	1698.5	11

Ken Osborne's Robbins and Porter Monoplane



Ken's flying model of the Robbins and Porter aircraft was built from a three view prepared by the Albury Historical Society and based on recorded dimensions and photographs of the actual aircraft, taken in 1913.

The model is 1/4 scale with a wingspan of 2m and will be powered by an OS 70FS four stroke engine. That prolific builder of 'strange' aircraft is at it again. If you are wondering where Ken Osborne has been lately, he has been hidden away in his workshop producing a Robbins and Porter monoplane. Now you may well ask what is it? This aircraft is the first aircraft to be built and flown in Albury in July 1913.

Azdor D. Robbins and Alex W. Porter built the aircraft in Albury in 1911. The task had taken the two mechanics two years to construct. The engine they acquired for their aircraft was a 40 hp air-cooled horizontally opposed engine built in Melbourne by Aubrey Lock and Robbins. The aircraft had an open frame fuselage and was similar in configuration to the Bleriot X1. The engine was uncowled and drove a 7 foot diameter propeller which the two builders designed.

The aircraft first flew on Sunday 27th July 1913 at Bungowannah Park west of Albury. It is reported the aircrafts first flight 'took to the air gracefully 'and flew for 200 yards. The second flight was for over 700 yards at a height of 20 feet in front of six spectators. The builders soon ran out of money and the aircraft was sold to the Blacklock garage, but was lost when the garage, then in Dean Street, burnt down. The engine survived the fire and eventually found its way to the Victorian State Museum.

Following their success in Albury Azor Robbins moved to the USA and was one of the founding partners in the White Truck Company, while Porter joined the AIF and later transferred to the AFC. He finally became a farmer in Nullawil, Victoria.

To celebrate this achievement Albury City Council has commissioned the building of a full size replica of the aircraft to be displayed in the Library Museum in Albury. Ken Osborne is also involved in this project building a small static model to be displayed with the replica and is also building a large flying radio controlled model.

The replica display is due to open at the Museum in late July.



Scale at Warringah Radio Control Society (Mike Minty and Stan Begg)

Three days of nearly solid rain and bad weather and then Scale Day dawns bright and sunny! People started arriving before 8 am, especially those with biplanes. While it's a great saying that "Real aeroplanes have two wings and round engines" it usually means they have a lot of rigging and extended assembly times!

After the pilot briefing George Kaley was the up very quickly but unfortunately his Puppeteer was also down very quickly - the carnage had begun. Looking down the two lines of planes you could see that, with over 30 planes entered, there would be a lot of flying and the judges would be busy.

Awards.

- Military.
 - David Foster
- 1. 2. David Foster
- 3. Mike Minty
- 4. Colin Mitchell
- Civilian.

4.

- Mike Minty 1
- Bruce Gould 2.
- Elie Mehanna 3.
- Bell 222 helicopter **Clive Weatherhead** Edge

Sopwith Pup

Fokker DVIII

Tiger Moth

Piper J3 Cub

He 46

Piper L4 Grasshopper

- **Clive Weatherhead** Piper Pawnee
- Best Model.

Jim Masterton Cessna 337 and Colin Mitchell Fokker DVIII equal.



Bruce Gould bought along his very nice clipped wing Cub and flew it in his usual immaculate style .



Col Mitchell looks very happy with Dave Foster's winning Sopwith Pup.



Andrew Biddlecombe came with a very pretty and very aerobatic ARF Christen Eagle although it was a little difficult to land in the rather wet and muddy grass - he wasn't the only one - it was sticky!



Elie Mehanna and his Bell 222 Helicopter was the only non-fixed wing entrant and put on a good flight, staying the right way up for all of it.



Dean Schubach had a big new Cessna but it had motor problems and couldn't fly so he helped Doug Rowell fly his Bird Dog.



Mike Exton flew his big Macchi. It was (sad sniff) an unusual plane and looked great. Dave Pound flew his newly acquired Me 109 now fitted with retracts and very impressive it looks carving up the sky.



Choice for best model of the meeting was shared with superb flights by Jim Masterton with his Cessna 337 and Col Mitchell with his Fokker DVIII.



Peter Weiss had his Pilatus with a beautifully carved wooden prop.



Robert Kaley brought his impressive Gotha Go-244 electric twin engine, twin booms, 80'' span and a new pilot. It took off and flew well, but sadly another crunch followed.



Mike Minty's winning Tiger Moth.



David Balfour's

Boeing 40C



Since I last featured some pictures of David's Boeing 40C the build has progressed and is now nearing completion. The model is 1/5th scale, has a wingspan of 2.8m, and will be powered by an OS 200FS four stroke engine.

David is planning a trip to the west coast of Canada at the time of this writing and hopes to see the sole remaining Boeing 40C which has been returned to flying condition by Addison Pemberton of Spokane incorporating parts salvaged from the 1928 crash site of an original 40C mailplane.



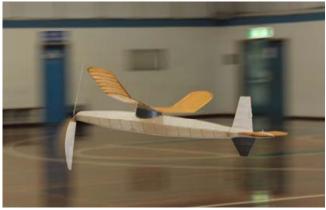




50% Wakefields Indoors at Donvale



Colin Parker's replica of Jim Cahill's "Clodhopper", winner of the 1938 Wakefield Trophy. Colin's model has a foam fuselage.



Mike Glaister's replica of a 1950's Wakefield by John O'Donnell of the UK.



Gary Sunderland's model is a replica of an own design Wakefield from the early 1950's.

I always like to watch the indoor flyers battle with their models against the laws of aerodynamics and the limiting ceiling of the Doncaster Indoor Stadium Complex with successful flight requiring a balance between model size and weight, selection of rubber motor, and trimming skill.

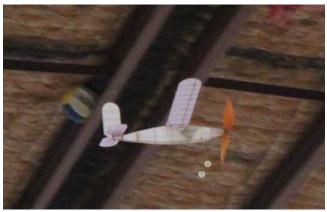
The reduced scale Wakefields are much larger than the other indoor models and this seems to assist in the trimming of the model. The drawback for this larger size is the increased difficulty in controlling the model within the confines of the walls and ceiling.

The models are often previous winners of the International Wakefield Trophy or own designs from the past days of our present flyers. It's a nice way to fly these old designs, obviating the need to traverse open fields and jump fences when retrieving the model.

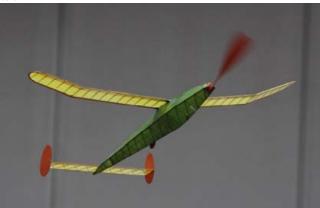
And the weather is always fine !



Jim Fullarton's replica of his own design Wakefield from 1949 is fitted with a single leg retracting undercarriage.



Sean O' Connor's model of Gordon Light's 1935 winner has an outstanding performance and regularly sets the benchmark for the other competitors.



Another of Sean O'Connor's models is this replica of Alan Lim Joon's 1954 design.



Ernie Thompson of the New Zealand Kapiti Flyers has produced this fine model of the Mk.IX Spitfire from plans by Dave Platt.

Ernie's model is 2.25m wingspan at 1/5 scale and is powered by a Super Tigre 3250 with the working scale exhaust system by Keleo Creations and cowl from Brian Taylor. The Brian Taylor supplied sliding canopy covers a very well detailed cockpit with all of the interior detail constructed by Ernie.

(Photos and details of the model in this article are reproduced from the Model Flying New Zealand website)



























A week out "Willy Weather' predicted that Saturday July 6th would be fine, sunny and have a wind speed of about 2-3 metres per second. With Stan Mauger, Ricky Bould and Don Spray from New Zealand , Fred and Lillian Roberts and Gary Odgers from Victoria, Stan and Barbara Hinds from Canberra, Robert Craine and Rosemary from Lake Macquarie plus all the local contestants present the first part of the forecast was correct however the wind speed was much stronger.

Hot soup and bread rolls prepared by Di Hannah and Roy Summersby helped to warm the winter chill and the static judges were glad of the poly-tarp behind their chairs that formed a makeshift wind break. Many chose not to fly, the exception being Stan Hinds, who gave flight judges Peter Scott and Walter Bolliger something to do whilst static judges Jim Christie and Geoff Potter scrutinized the models and documentation protected from the icy breeze. By mutual agreement, and a promised "perfect day" forecast, the scale flying was left to Sunday, although this didn't stop Gary Odgers from flying his Madcap and Black Magic models.

The sumptuous dinner at the Hawkesbury Race Club Motel was attended by almost 30, with guests of honour Pauline and Charlie Saliba. As owners of the turf farm on which we fly ,the NSWFFS is appreciative of their continuing generosity and as a token of this President, Terry Bond presented Pauline with a large bouquet of flowers. Sunday morning dawned cold and clear with a slight northerly breeze and the day's events kicked off with the postponed 66th Nats one hour Power Scramble.

This was well attended with nine flyers including eventual winner Phil Mitchell, taking time out from practicing (F1A) for the World Free Flight Champs in France. Also taking time out from practice for (F1C) at the Champs was CD Gary Pope, who had the participants perform the traditional "Le Mans" start and made sure all watches were stopped at the one hour mark.

There were of course the usual "shoulda, woulda, coulda" stories and included Aaron Booth with a broken wing, Matt Hannaford with broken bearers and Tahn Stowe with a broken fin mount. (See results for full scores). Once all this spectacle was over, scale aviation was on display with many fine flights in the near dead calm over the lush green turf. Various members of Peter Jackson's squadron were seen at great height whilst simultaneously Roy's FE8 (electric) was performing 30 metre (dead straight) take off runs and slow stable flight.



Roy Summersby's FE.8 in flight.

After a couple of failed attempts eventual 66th Nats F4A winner Stan Mauger (NZ) persuaded his delightful Auster C4 (Antarctic) to ROG thus giving him a commanding margin over the others.

While all this was taking place Robert Craine managed to send his Chrislea Super Ace due north and lodge in the top of a tall tree on the bank of the Hawkesbury river, earning him the "Spectacular Arrival" Award. Tahn Stowe's Hawker Hurricane proved problematic during taxiing trials and failed to qualify even after a hefty hand launch. Not so Gary Odgers's Sopwith Dove which flew most realistically and apart from no ROG scored highly with day 2 flight judges Reg Towel and Walter Bolliger.



Gary Odgers' Sopwith Dove is a reliable performer.

Similarly Fred Roberts had his Avro 504K flying well, as did Ricky Bould with his venerable Auster AOP 9 and newcomer to Richmond, Don Spray with his Heinkel He 46.

Meanwhile all over the field all manner of models were being flown including Andy Luckett of "Oily Hand Day" fame flying a Cox 049 powered fully aerobatic profile Sabre CL model, Phil Mitchell with an electronic LDA bunt F1A glider, Peter Norrie with his OD high thrust line profile sport model, and John Goodwin (accompanying photographs) with a "Flying Washboard".

The Reg Jude Memorial rubber scale trophy was finally wrested from Phil Warren (flying a newly completed Westland Wendover) by Roy Summersby's FW 152H, followed closely by Fred Roberts with his diminutive DH Moth Minor. Nats medals, certificates and books (donated by Peter Jackson and Tahn Stowe) were presented to the winners. (Nats medals and goodie bags not presented will follow by snail mail).

NSWFFS registrar and life member Barry Lee had brought out the BBQ and a hearty lunch was topped off with lamingtons supplied by Lynn Towel and fruitcake supplied by Noelene Mitchell.

Visitors over the 2 days included Dave Simons, Max Alexander, Steven Murray, Kevin Davis, Lloyd Willis, Andrew Diduszko and Robert and Michael Cranfield amongst many more. If you missed it you should be kicking yourself as it was described by some, as a "magical" weekend. Still, there is always next year, so put it in your I-phone, I-pad, android 'whatsitsname' but make sure you plan to be in Richmond first weekend in July (5-6th) 2014.

5



A model of the less well known Gloster Gannet by Gary Odgers.



This Brandenburg 29 by Roy Summersby is an unusual subject for modelling.

RICHMOND SCALE RALLY 2013

66TH NATS F4A STAN MAUGER 1ST 2ND GARY ODGERS 3RD FRED ROBERTS 4TH STAN HINDS

5TH ROY SUMMERSBY

6TH

RICKY BOULD

AUSTER C4 ANTARCTIC SOPWITH DOVE AVRO 504K AUSTER AOP IV **BRANDENBURG 29** AUSTER AOP 9 HEINKEL HE 46

1475.5

1350.5

1281

1274.2

11715

1151.5

1115

DNQ TAHN STOWE BOB CRAINE

7TH DON SPRAY

HAWKER HURRICANE

Gary Odgers going home after a magical day

66TH NATIONALS SCRAMBLE 2013







The Victorian State Championships for Scale were held at the Westcoast Soarers Leopold field on Sunday June 30.

Fred Roberts organized the day and four competitors turned up with ten models. The models were all of a high standard with judges Peter Greenhill and Vin Morgan pondering for some time over the criteria: general, fidelity, colour, detail, workmanship and flight.

The day was fine and reasonably calm early, however, as predicted, the wind rapidly became stronger. The best flights were naturally made early and recalcitrant motors led to late flights in a bit too much wind for scale models. The best flight was Mike Hardy's Blackburn Monoplane (do monoplanes fly better??). Gary Sunderland's DH4 looked good with lots of detail but the flight, which started well, ended in a tight right turn and a lot of damage on impact. His Avro - Duigan made a long if slightly stally flight in the wind, which ended in the lake at the far end of the field. The wind blew it across to the other side where it was recovered undamaged. Gary said it was in better shape than after a normal landing which usually knocks the u/c back. Unfortunately the model spent quite a lot of time in the lake so it missed static judging.

Gary Odgers' Gloster Gannet received a good static score but its flight was not so good and ended with minor damage. Mike Hardy played safe and didn't fly the Avro Avis. Fred Roberts' Avro 504 flies well and its flight score elevated it to 3rd place.

It was a nice day. We should do it again.



Mike Hardy's Blackburn Monoplane.



Gary Odgers with his SE.5A and Gloustershire Gannet. The Gannet was a production of the Gloustershire Aircraft Company, the original name of the company that later became the Gloster Aircraft Company, designers and builders of the Gloster E-28/39, Britain's first jet aircraft, and the Gloster Meteor, Britain's first production jet fighter.

RESULTS

COMPETITOR	MODEL	STATIC	FLIGHT	TOTAL	
M. HARDY	BLACKBURN MONOPLANE	40.5	30	70.5	1
G. SUNDERLAND	BE.2C	43	20	63	2
F. ROBERTS	AVRO 504	36.5	25	61.5	3
G. ODGERS	SE.5A	39.5	20	59.5	4
G. ODGERS	GLOUSTERSHIRE GANNET	39	15	54	5
M. HARDY	AVRO AVIS	37	DNF	37	6
G. SUNDERLAND	AVRO-DUIGAN	0	25	25	7
F. ROBERTS	DH MOTH MINOR	18.5	4	22.5	8
G. ODGERS	BA SWALLOW	0	0	0	9
G. SUNDERLAND	DH.4	0	0	0	10



Gary Sunderland's BE.2C



Fred Roberts' Avro 504.



Static judging under way. Note the tiny DH Moth Minor of Fred Roberts between the Blackburn Monoplane and the Avro 504.



Mike Hardy with his Avro 562 Avis.



Model Aeronautical Association of Australia

MAAA - 66th Scale National - NSW Supported by NSW Scale Aircraft Society Cootamundra State Field 25 to 29 September 2013

JETY

5 March, 2013

Dear Scale Modeller,

Attached is an entry form for the MAAA 66th Scale Nationals to be held at the Cootamundra NSW State Field from 25 – 29 September, 2013.

Also attached is a list of available accommodation in Cootamundra.

Whilst the closing date for entries is 30 July 2013 (at the standard entry fee) to enable the appropriate number of judges and required facilities to be arranged we are interested in ascertaining your interest in participating in the 2013 Nationals.

Options available are that you can register now and make payment prior to 30 July, 2013. Those electing to assist with early registration and payment will be eligible for a lucky draw, the prize being a Hitec Aurora 2.4 Ghz transmitter and receiver.

Late entries will be accepted from 1 August – 25 September, 2013 and such entries will incur a further administration fee of \$20.00.

Please assist the Nationals Committee by at least advising your intentions not later than 30 March, 2013.

Yours faithfully,

John Rolfe Chairman MAAA 66th Scale Nationals Committee



Model Aeronautical Association of Australia

A	AA - 66 th Scale National - NS	W
	Supported by NSW Scale Aircraft Society	
	Cootamundra State Field	



25 to 29 September 2013

EXPRESSION OF INTEREST FORM

Competitor's Name:		AUS N	lo:
Address:			
Suburb:		State:	Postcode:
Telephone:	Email Address	:	
Date of birth (if Junior):	Registered h	ome club:	

Senior Event Fee = \$10.00 per event." Junior Event Fee = \$5.00 per event."

Administration Fee		\$	40.00
No. of Senior Events	x \$10.00	\$	
No. of Junior Events	x \$5.00	\$	
No. of Dinner Tickets	TBA	s	
No. of extra Metal Badges	x \$5.00	5	
No. of extra Stickers	x \$1.00	\$	

ſ	Closing date for entries: 30 July 2013	
	Late entries will incur a \$20 fee, but will be accepted up to 1500hrs on Registration Day 25 September 2013	
L	Contraction of the second second second	I
	Nats Dinner at Cootamundra Serviceman Club Gala Presentation Night	

* includes metal badge and sticker

Payment options:
• direct bank payment to C/U BSB 802876 Acc 97476 • make cheques etc. payable to Cheryl & John Rolfe

66th National Championship Registrar: Cheryl Rolfe

20 McKell Ave, Casula NSW 2170 Ph: (02) 9734 6288 Email: cheza1954@optusnet.com.au

	Radio Control Events	Site	Tick	Frequency
1	Large Scale	С		
2	F4H Scale	С		
3	F4C Scale	С		
4	Flying Only	С		

C - Cootamundra State Field

I agree to ablde by all rules as laid down by the MAAA Association and as stated in the Official Rules Book as designated. I agree to compete in a sportsmanilike manner and will also make myself available to assist with the running of the National Championships.

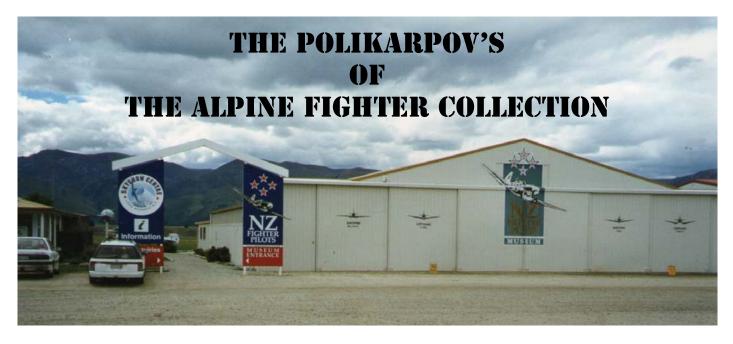
ONLY CURRENT MAAA MEMBERSHIP CARD ACCEPTED

Signed: Date:

SUBMIT FORM

ACCOMMODATION IN COOTAMUNDRA

Cootamundra Gardens	22	2xFamily
6942 1833		6xQueen Delux
		4xDouble
		3xTwin Standard
		1xTwin Deluxe
		5xQueen Slingle
Rates for 2 people extra person	\$6. Family	room 4 guest \$6 extra
Bradman Morot Inn	20	2xFamily
6942 2288		2xQueen
		10xDouble
		5xTwin
		Single
Heritage Motel	28	17xExective
1300 22 1000		7xSpa
		4x2Bedroom Villa
Wattle Tree Motel	22	1xFamily-Double & 2 singles
6942 2688		4xQueen-1 single
		3xQueen
		4xDouble+Single
		1xSingle-3single beds
		8xDouble Upstairs
\$13 for extra person		
Southern Comfort		4xQueen
6942 3366		6xTwin-2 single beds
		2xFamily-queen + 2 singles
Central Hotel		Double
6942 1346		Single
There is only commuity bathroo	ms	
White Ibis	11	3xDouble
6942 1850		2xDouble+Single
		1xDouble+ D foldout
		1xSingle
Ensuite rooms		2xQueen+ single
		1xDouble+ D foldout
Additional persons \$15		



Back in 1998 Barrie Reaby visited Wanaka, NZ and took these pictures of the Polikarpov I-153 biplanes and I-16 monoplanes rebuilt in Russia to original specifications, imported by Sir Tim Wallis for his Alpine Fighter Collection, and displayed in flight at the Wings Over Wanaka air show for a number of years.

Following Sir Tim's serious accident while flying his Spitfire in 1996, most of the Collection has now been sold with the last airworthy aircraft, a Hawker Hurricane, going to France in February 2013.

One each of the Polikarpov I-153 and I-16 remain in the NZ Fighter Pilots Museum on static display.











THE POLIKARPOV'S OF THE ALPINE FIGHTER COLLECTION









General Meetings of the 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.



Brian Whellan with his scratch built Corby Starlet..

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

