

VICTORIAN MODEL NEWS



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From the Editor.

Just when you start to think that scratch building is a fast disappearing art along come three new models, all quite different but all original and built by modellers who prefer to fly the aircraft they like rather than settle for ARF's designed for mass appeal.

Roly Gaumann's Beriev is certainly different as a modern seaplane with twin electric ducted fans while David Balfour's Heston Phoenix and Noel Findlay's DH Fox Moth both reflect their builder's interest in aircraft of the 1930's.

I thought that this issue would be hard to fill, with a fairly quiet late winter, but it just shows that when you scratch the surface you find that there is a lot happening that is often not noticed. I had to carry a couple of proposed articles over to next month when I ran out of space in this issue.

Next issue should see my Yak rebuild completed and will include some model boat news and information on the laser cutting service provided by SC Models.

John Lamont

This newsletter is published bi-monthly to feature scale building and flying, and modelling events in the State of Victoria, Australia.

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On the Cover.

Robert Zyp's 1/3 scale model of the DH 60G Gipsy Moth was selected as Best Model at the recent VRF Mammoth Scale event.



VICSCALE

Victorian Flying Scale Aircraft Association
The Special Interest Group
for
Scale Modelling in Victoria.

**IF YOU LIKE TO FLY SCALE AIRCRAFT
THEN VICSCALE IS THE PLACE TO BE.**

General Meetings 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.



Rob Dickson shows his P-47 Thunderbolt under construction.

Scale events are held at various venues and are also listed in the VMAA calendar. Open to all members of the MAAA, VICSCALE events cater for both ARF's and owner built models. VICSCALE members are always available to advise or assist you in your building project, explain the competition rules, or guide you through the flying schedule.



Gary Sunderland's large scale Albatross C.III.

VICSCALE FLYING PROGRAMME.

October 23rd	Sportscale	Ballarat
December 4th	Rally and mini-comp	Nepean

VICSCALE at Keilor

It's been a few years since the VFSAA visited Keilor and for most it was their first sight of the new matting covering the runway and pits. It all looks good compared to the often dry and cracked runway of other years and everyone handled the different surface without any problems. The club installed the matting over a 50mm base of scoria and this ensures good drainage, unlike some other fields with the same surface where variations in level allow water to collect in pools.

It was a good return to a past venue with a reasonable number of competitors who enjoyed the day despite the odd shower of rain. Winners were local member Peter Dealy in Scale and VICSCALE president David Law in ARF.



Peter Dealy was the only Keilor member to enter. Peter flew his Citabria Pro to first place in scale and the P-47 to second place in ARF.



North end of the pits and the main taxiway with motor tyre boundaries.



Line up of models in the pits. Tony Grieger's Gee Bee and David Law's Sukhoi in the foreground.



David Law's Sukhoi ARF is powered by a OS 55cc petrol engine. David won the ARF competition by a comfortable margin after a high scoring third flight.

SCALE RESULTS

CONTESTANT	MODEL	RND 1	RND 2	RND 3	TOTAL	
P. DEALY	CITABRIA PRO	2041	2126	DNF	2083.5	1
G. SUNDERLAND	NIEUPORT 26	1776	1971	DNF	1873.5	2
R. DICKSON	BV 155	1727	1880	DNF	1803.5	3

ARF RESULTS

CONTESTANT	MODEL	RND 1	RND 2	RND 3	TOTAL	
D. LAW	SUKHOI Su27	2304	2421	2577	2499	1
P. DEALY	P- 47	2244	2338.5	2418	2378.3	2
N. WHITEHEAD	RV-4	2429	2245.5	DNF	2337.3	3
P. BAILEY	CESSNA 182	2297	2196	2271	2284	4
G. LEPP	CESSNA 150	1963	2173.5	2311.5	2242.5	5
J. LAMONT	EXTRA 300	2124	2193	2122.5	2158.5	6
R. DICKSON	SEA FURY	2021	2203.5	DNF	2112.3	7
I. LAMONT	EXTRA 300	2008	2035.5	2158.5	2097	8
T. GRIEGER	GEE BEE	2004	2109	DNF	2056.5	9
G.SUNDERLAND	SPITFIRE	1628	1651.5	DNF	1639.8	10

Scale Air Racing at Bendigo

In mid August Ian and I made the day trip to Bendigo to have a look at the Scale Races promoted by the local club.

The races are run in two classes, Texan and Red Bull, with groups of three or four models flying over ten laps of a 500m triangular course, a total of five kilometres per race.

Each group of models flew five races with the score for each flight being the flight time in minutes subtracted from 300. The lowest score is dropped and the total of the remaining four flights decides the winner. A 10% penalty is applied for a cut pylon and two cuts in a flight disqualifies the model.

The Texan race is limited to AT-6's built from the Mid-West kit or equivalent ARF's. The Red Bull race rules are the same except for the model types which can be any accepted racing type of model. As you might expect, nearly all of the models are ARF. Engines are restricted to 120 two-strokes with a standard propeller and stock fuel is provided, so it's a level playing field for everyone. However other factors can come into play as the scores show, so it is not necessarily the fastest model or best pilot that wins. Racing starts like a yacht race with the models milling around high behind the starting line before making a diving run to the line as the clock winds down.

The weather was perfect the racing was keen and the aircraft speeds are not over the top, so it was possible to watch without feeling at risk of life or limb.

Altogether a good day at a fine field with a happy band of modellers.

THE GREAT TEXAN RACE.

COMPETITOR	1	2	3	4	5	SCORE	
LES SAWYER	119.2	129.2	136.8	130.8	142.5	539.3	1
GARY FLANAGAN	DNF	135.4	135.7	136	129.6	536.7	2
CLIFF McIVOR	130.7	132.5	138.2	116.7c	130.5	531.9	3
ROB POPELIER	123.3	129.6	132.2	131.3	126.7	519.8	4
PHIL POPE	106.6	110	129.4	131.6	138.4	509.4	5
LEIGH KELLOCK	111.6	122.6	124.6	127.7	125	499.9	6
GREG LEPP	68.7c	110.8	120.9	114.6	108	454.3	7
STEVE WHITE	93.9	102.7	107.5	96.6c	90.3c	400.7	8
ROB LAUDER	DNF	103.6	140.2	Cut 3	140.9	384.7	9
STEVE GREEN	111.1	126.3	Cut 4	120c	Cut 2	357.4	10

RED BULL RACING.

COMPETITOR	1	2	3	4	5	SCORE	
ROB LAUDER	140.7	140.3	148.6	147.2	149.3	585.8	1
LES SAWYER	137.1	128.5	143.4	140.6	125.9	549.6	2
DAVE BROWN	110.7c	132.8	134.5	128.2	132.8	528.3	3
GREG LEPP	DNF	123.8	141.6	119c	124.6c	509	4
ASHLEY MEDDINGS	108.8	116.8	134.1c	119.5c	134.3	504.7	5
CLIFF McIVOR	Cut 3	112.6c	125.1	136	127.3c	501	6
CHRIS CAULCUTT	112	112.5	133.2	128.6	114c	488.3	7
STEVE GREEN	140.2	143.5	156	Cut 2	Cut 3	439.7	8



Rob Popelier rebuilt his Texan from a wreck acquired from fellow VRF member, Ray Jackson. Model was not the fastest in it's group but still managed a creditable fourth place.



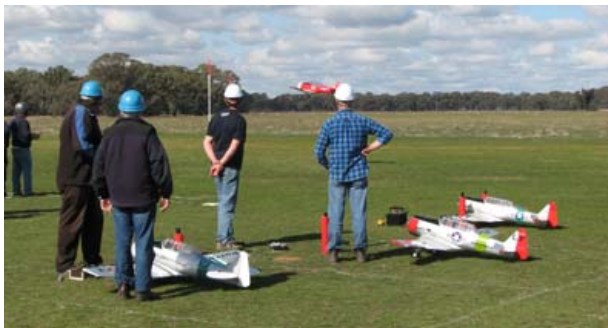
Gary Flanagan was another with a Texan acquired from a fellow VRF member. This one was previously owned by Noel Woodward and gained second place for Gary.



Greg Lepp's Texan is a ARF that he stripped and refinished in his own preferred colour scheme.



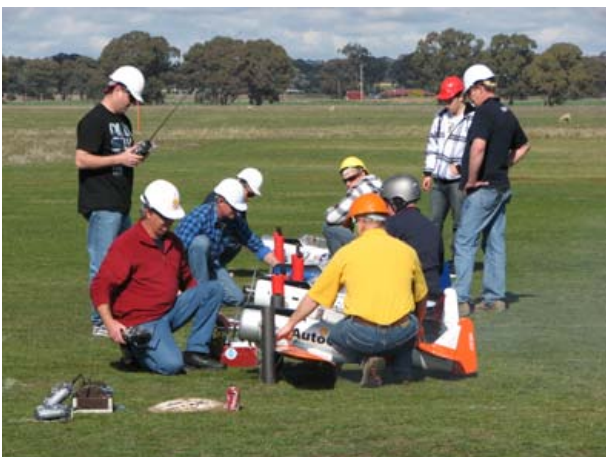
Well known aerobatic competitor Cliff McIvor prepares his Texan for another race.



Greg Lepp, at far left, gets his Texan airborne.



Texans and Red Bull racers in the pits.



It's a busy time in the starting boxes before each race.

Scale Air Racing



VMAA secretary Chris Caulcutt flew this model in the Red Bull event.



Texans everywhere, all similar but not quite the same.



After many attempts I eventually managed to catch a group rounding the first pylon. Thank goodness for digital photography !



Stephen Green flew a standard Texan and a Chipmunk.



The spectators enjoyed the racing and the sunshine.

Noel Findlay's DH 83 "Fox Moth"

It's been 12 months since the last report on Noel's Fox Moth and he has made considerable progress in that time. The model is nearing completion and should soon make it's first flight .

He suggested that I tie both ends together with bell cranks. Wow! I had been looking at this for 4 weeks and he came up with the answer in 4 minutes. Says a lot really!! I have ended up using micro bell cranks and now there is no twisting motion and no friction. Thanks Matt.

The rest of the model has been fairly straight forward although some of the aluminium work around the windows in the fuselage has been challenging. It's all made from builder's aluminium flashing which is already annealed and as such is easy to work. Some of the channels in the sliding windows on the doors have up to 6 separate bends to make up the channel section. This then has to be pulled around another form to get an even curve (Why would you put bay windows in an aeroplane!!)

The interior is all made with coloured paper, all the pleating on the seats is done as on the full size (I don't think the full size would take much more time). Instrument panel was done the same as the Bulldog, i.e. every instrument was made first, bezel inner and outer, the instrument face and pointer (separate) is fitted to the inner bezel and the clear face is dropped into the outer bezel, so when they are slid together the clear face is held in position and no glue is needed.

The other object in the picture is the wing slat locking mechanism, brass object in the middle of the instrument panel is a port hole



Modelled on the DH 83 Speed Six owned by the then Prince of Wales (later to be crowned as King Edward VIII), the colours are the blue and red of the Household Cavalry Regiment "The Blues and Royals".

As can be seen by the photos the model is well advanced from the last article. The fuselage is basically complete but for the final detailing. The wings still remain uncovered as I decided to go ahead with the construction of functioning wing slats.

This has caused some head scratching as they must work smoothly without any friction or binding. and I spent about 4 weeks of nights trying to get the 3 mechanisms to work without a twisting motion. As I started to run out of ideas I took the wing out to our Sunday morning flying session to see if anybody had any ideas. Some suggestions were thrown around, not all of them helpful I might add, but a very good one came from Matt Werner.

through which the pilot could converse or pass notes to his passengers. This aircraft was built to carry 3 passengers but most carried 4 — not bad on a Tiger Moth engine and wings!

Still heaps of detail to go yet but I'll get into that after it has flown.

Hopefully the wings will be well on the way to being covered over the next couple of weeks and then we can start to get serious about flight testing!!

I'll do another instalment after the test flight.

Noel Findlay's DH 83 "Fox Moth"



Wings fold as on the full size aircraft.



Cabin interior.



Door and windows are perfectly replicated.



Rearward facing throne for HRH the Prince of Wales.



The window in the door has some tricky curves.

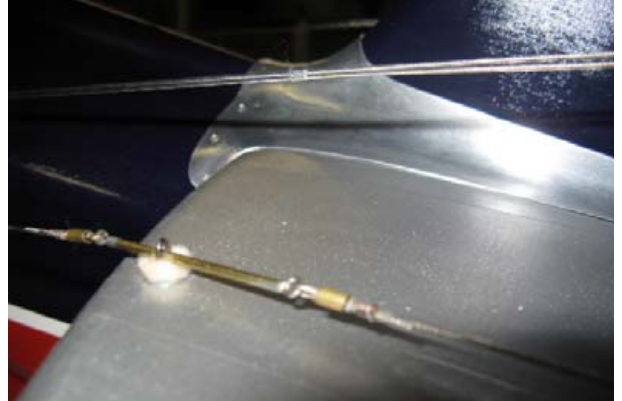


The other passengers face the engine.

Noel Findlay's DH 83 "Fox Moth"



One set of slat hinges.



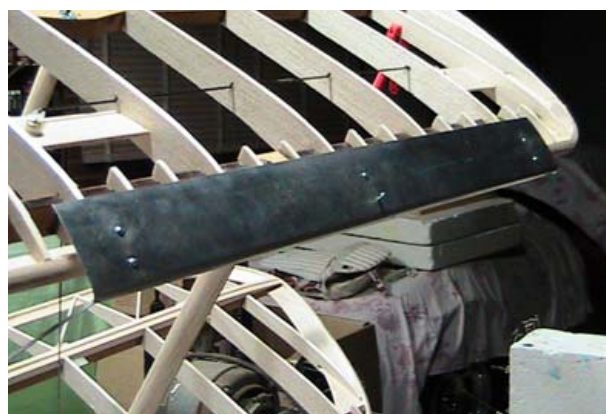
Detailed linkages to the elevators, and metal fairing to the tail assembly.



The wing slats that created some problems.



Scale rudder and elevator control wires and horns.



Wing slat extended.



Instrument panel with the porthole between the cockpit and cabin, the throttle quadrant and the compass.

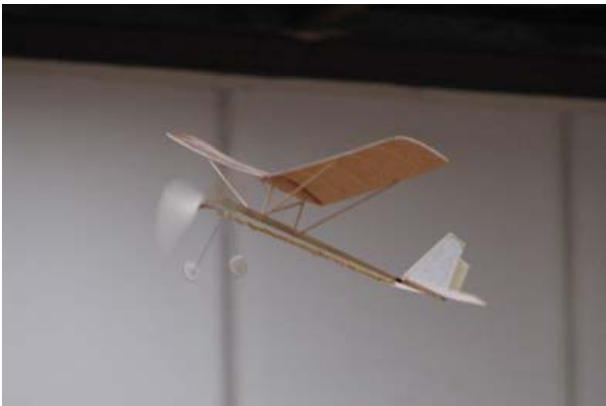
Indoor Flying at Donvale.

I called in at the Donvale indoor flying to have a look at what was scheduled to be a Bostonian and Hangar Rat competition. Lack of entries forced the cancellation of the Hangar Rat event but the Bostonian drew three entries and the event continued with Neil McLeod the eventual winner.

Despite the lack of numbers it was still an interesting afternoon with other assorted types of model also performing. Sean O'Connor's F1M model was outstanding with flights of around 9 minutes and the scale Wakefields are always interesting to watch.

Gary Sunderland had his normal squadron which included a couple of unusual antique types that Gary was able to coax into the air and Paul Butler had one of his tiny foam creations flying nicely.

It's probably the opposite end of modelling as most people know it but it's a pleasant way to spend a Saturday afternoon and I can recommend these events as well worth a visit.



Nick Calvino's Hangar Rat in flight.



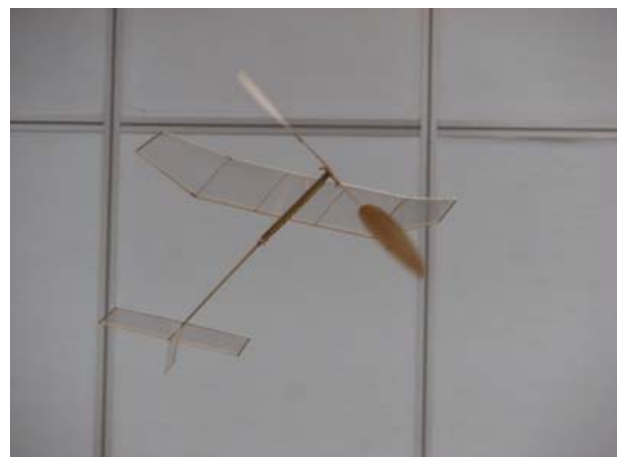
Mike Glaister busy counting the turns on his Bostonian model.



Neil McLeod launches his winning Bostonian "Great Expectations".



Sean O'Connor launches his ultra lightweight F1M model.



It's all slow motion with the F1M models and you can easily count the prop revs as the model floats around.



Nick Calvino winds his Bostonian, a "Sorta Senator" and based, presumably, on the Keil Kraft "Senator" from the 1950's.



Mike Glaister's scale Wakefield model.



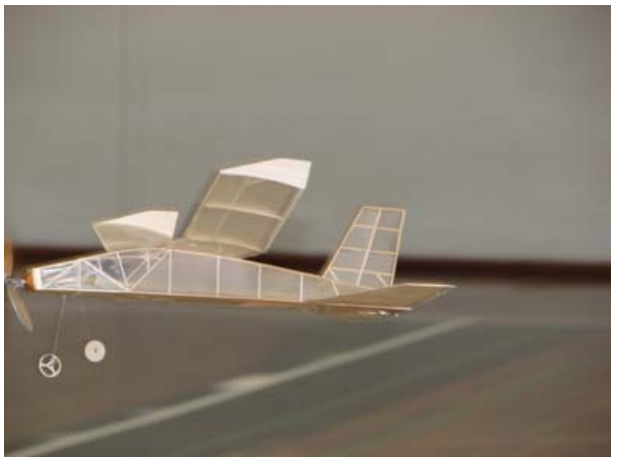
Gary Sunderland with his model based on Igo Etrich's early experiments with aircraft designs derived from the seed of the Zanonía palm .



Another oldie by Gary Sunderland. This one is based on a Pénaud toy model aeroplane produced and sold in the early 1870's.



Mike Glaister prepares to fly his Bostonian ULM.



Mike's ULM in flight.

*David Balfour's
model of the
Heston
"Phoenix"*

The Heston Phoenix was a 1930s British single engine five-seat transport monoplane built by the Heston Aircraft Company Limited. The Type 1 Phoenix was the first design of the Heston Aircraft Company formed in 1934. The Phoenix was constructed with a wood monocoque fuselage and wood framed wing with plywood and fabric covering.



It was powered with a 200 hp de Havilland Gipsy V1 engine, and had a retractable main undercarriage in stub wings plus a faired in tail-wheel. It was the first British high wing monoplane fitted with hydraulically operated retractable undercarriage. A total of just six aircraft were built.

The prototype Phoenix, registered G-ADAD, first flew at Heston Aerodrome on 18th August 1935, piloted by Edmund G. Hordern. Of the six aircraft built, one was delivered to Australia, VH-AJM, but was destroyed in a crash near Melton, Victoria in 1936.

The other five aircraft were sold privately in Britain, most being impressed into RAF service during the war. Phoenix G-ADAD, was used as a company demonstrator until sold to Greek interests in 1936, it was subsequently destroyed in a Luftwaffe bombing raid in 1941. The last surviving Phoenix G-AESV survived its military career and returned to civilian life in 1946, only to end its life in a crash in the French Alps in April 1952.

The Model:

The origins of the model go back to a three view drawing published by Frank Curzon in his Scale Forum in RCM a couple of years ago. I have a fascination with aircraft from that "golden era" of aviation, so I couldn't resist such an interesting subject to model. I have been told by fellow modellers that I have my head stuck in the 1930's!

The drawings I produced were scaled up from Frank's three view to what I call 'Holden Commodore Station Wagon' scale, that is, I start with the distance from the front seat to the tail gate and work from there, this one comes out at a little under quarter scale!

The aircraft is constructed from the traditional materials of balsa and ply with some foam to form some of the areas of compound curve. The foam areas were covered with quarter ounce glass cloth prior to covering with Sig Koverall and non-tautening dope.

Just about all the material used in the construction including the modified Century retracts. came from the deceased estate of a close friend of mine, Ashley Huggett. I had the task of disposing of Ashley's extensive range of modelling equipment. Ash was a Qantas pilot and was always collecting gear. There were over forty unused engines along with an extensive array of modelling material. I acquired several unopened boxes of balsa and spruce

and a large amount of covering material from his estate. In a break from true scale authenticity, I have added Ashley's name to the engine cowl in remembrance of a good mate.

I

did not select the registration G-ADAD because it was the first Phoenix completed, I just liked the colour *green*. The six completed Phoenix's were all painted a different colour, though all had silver wings with the registration the same colour as the fuselage, outlined in black.

The first two aircraft were known as Phoenix Mk1, the rest as Mk 11's. The Mark 11 aircraft had a rather ugly forward windscreen, this really spoiled the nice lines of the aircraft.

The model is painted with automotive acrylic paint, including all the registration lettering, I owe a debt of thanks to Greg Lepp and Chris Caulcutt for their help in supplying the registration paint stencils and lettering, the lettering stencils with a fine black outline were not easy to produce. The finished model was clear coated with Cabot's Cabothane Gloss. This material gives a nice glossy finish and is fuel resistant, it does take some time to dry and really harden. Two spray cans were more than enough to cover the model.

Test Flying:

This proved an interesting experience, not because of the unusual configuration of the aircraft but rather for a series of technical problems.

How about four test flights with three different engines!

The first flight was with a Saito 180 four stroke, the flight was uneventful but the big Saito produced too much torque. The second flight was with the same engine to test some changes in thrust line and was a real heart stopper. The left hand landing gear fell out just as the aircraft lifted off! (Someone didn't do up the grub screw holding it in!!) You would have to wonder who signed the maintenance release that day! After an otherwise uneventful flight the aircraft did a wheels up landing on the grass without a mark. Wish I could land like that all the time!. The third flight was with a Saito 150 that had not seen much work, but had been stored for some time. A dead stick in the wrong place nearly brought us undone, just had enough height to make the runway, my mate Dennis dropped the wheels for me seconds before touch down. The problem was traced to a sticking inlet valve.

The fourth flight with another Saito 150 proved uneventful.

Flying:

The aircraft performs well but does have some unusual traits. This has been finally traced to a small amount of longitudinal instability. It's not a big problem, you just have to be aware of some slight pitch changes at different engine settings. I believe this is caused by the drag induced by the lower stub wing and the open wheel wells. The aircraft is a bit on the heavy side, but with a relatively light wing loading it is at times a little tricky to land as it 's a bit of a floater.

David Balfour.



Sportscale and Rally at Twin Cities

(Ian Lamont)

The Twin Cities field was once again the venue for the VFSAA Sportscale/Rally weekend and with a favourable weather forecast a good turnout of entries was expected, continuing the success of this event over the past few years.

For those who may not have been to the Albury field it really is one of the premier flying fields in the state, always in good condition with excellent facilities and usually blessed with fine weather conditions.

After arriving late on Friday evening at the Australia Park Motel and

Greg Lepp was the CD for the event and soon had the ARF section underway. With a total of nineteen entries in the two sections it made for a hectic day, however two rounds of each were able to be completed with the flying of a relatively high standard despite the cross wind making take off and landing a little challenging for the lighter models. Anthony Mott with his large Cessna and Roger Carrigg with the Stearman put in two consistent flights to take out the top two places in ARF with Glenn White in third place with his Extra, despite the added pressure of a personal side wager with a fellow competitor who shall remain nameless.

A new competitor worthy of mention was Rhys Thompson, a young local from a nearby farm who taught himself to fly before joining the TC club and deciding to have a crack at his first competition. Flying a relatively small Mustang, he improved his score over the two flights and is to be congratulated on his effort.

The Scale section was an extremely tight competition as can be seen from the results. The models were of a high standard ranging from WWI fighters and 1930-40's civilian aircraft through to fighters of WWII. Neville Glew damaged the undercarriage on his Spitfire after a heavy landing on his first flight however, in the true spirit of "Sportscale" he was able to produce his Corsair for the second round.



Greg Lepp's Fairchild 24 ARGUS airborne.

meeting up with several other VFSAA members, as well as the usual Ballarat contingent, it was off to dinner at the Commercial Club then back to the motel to charge models and get some much needed sleep in anticipation of an early start the next morning.

Saturday dawned and with the exception of a slight cross wind the flying conditions were promising and the field a hive of activity as models were assembled and test flights took place.

At the end of a long day the scores were totalled and the Beech Staggerwing flown by Mark Collins was a narrow winner from Noel Findlay with his Gipsy Moth and David Balfour's Curtis Robin. Only sixteen points separated the first three places making it an exciting event throughout.

After a hasty drink and freshen up back at the motel it was off to dinner at the Newmarket Hotel for a social chat and enjoyable meal.



A lengthy delay in serving our meals was offset by the management producing several complimentary bottles of wine, making for an even more enjoyable evening of conversation.

Sunday was Rally day and with the weather once again perfect the pits were lined with an assortment of aircraft. David Balfour flew his recently completed Heston Phoenix and then combined with Greg Lepp to fly their matched pair of Fairchild Argus' together, which was quite impressive. Mark Collins also put on an excellent display with his Hughes H-1 Racer as did Ken Osborne with his unusual Waterman Aerobile, Peter Graeber with his electric powered Sikorsky S-43, Barry Kilpatrick with a Sig Cub and Rick Plimbott with his electric "Nemesis". Keith Schneider even managed to get in a flight with his little electric Taylorcraft!

No trophies were awarded for the Rally event, despite there being many fine models on display, so an opportunity was missed to encourage newcomers such as Rhys Thompson with a prize at the end of two days of excellent flying.

The event was once again an great success and I look forward to our next visit to Twin Cities.



Twin Cities President, David Balfour, presenting Mark Collins with his award for first place in Scale.



Mark Collins' Beech 17 "Staggerwing".

SCALE RESULTS

COMPETITOR	MODEL	RND 1	RND 2	TOTAL	
M. COLLINS	BEECH 17	2260.5	2367	2313.8	1
N. FINDLAY	GYPSY MOTH	2228	2379.5	2303.8	2
D. BALFOUR	CURTIS ROBIN	2301.5	2291.5	2296.5	3
C. HENRY	SPITFIRE	2204	2334	2269	4
R. CARRIGG	P-39 AIRACOBRA	2238.5	2278.5	2258.5	5
J.LAMONT	SPACEWALKER	2199.5	2277	2238.8	6
G.SUNDERLAND	NIEUPORT 27	2155.5	1510.5	1833	7
N. GLEW	SPITFIRE/CORSAIR	1442	2202.5	1822.5	8

ARF RESULTS

COMPETITOR	MODEL	RND 1	RND 2	TOTAL	
A. MOTT	CESSNA 182	2313	2388	2350.5	1
R. CARRIGG	SUPER STEARMAN	2305	2337	2321	2
G. WHITE	EXTRA 300	2196	2316	2256	3
G. LEPP	CESSNA 150	2183	2324	2253.5	4
I. LAMONT	EXTRA 300	2085	2318	2201.5	5
T. GRIEGER	GEE BEE	2107	2213	2160	6
T. PUGH	GILES 202	2097	2139	2118	7
G.SUNDERLAND	Me 109	1940	2241	2090.5	8
J. LAMONT	EXTRA 300	2017	2163	2090	9
R. THOMPSON	P-51 MUSTANG	1664	1893	1778.5	10
G. ALLEN	RV-8	1319	1284	1301.5	11



Anthony Mott placed first in ARF with his large Cessna 182.



Anthony Mott's Cessna 182 in flight.

Sportscale and Rally at Twin Cities



David Balfour performs with the three judges watching carefully.



ARF P-51 from VQ models flown by new TC member Rhys Thompson.



Twin Cities member Chris Henry prepares to fly his large scale Spitfire.



Twin Cities members sewing circle.



TC member Ken Osborne taxis his Waterman Aerobile to the runway.



Greg Lepp's fine shot of the Aerobile in flight.



Electric powered Chilton DW-1 by Gary Ryan of the PARCS club.



Nice clipped wing SIG kit J-3 Cub by Barry Kilpatrick of Twin Cities.



Roger Carrigg makes a low pass with his ARF Shoestring.



Ballarat flyers Noel Findlay, Glenn White, Graeme Allen and Roger Carrigg with Noel's Gypsy Moth and Glenn's Extra.



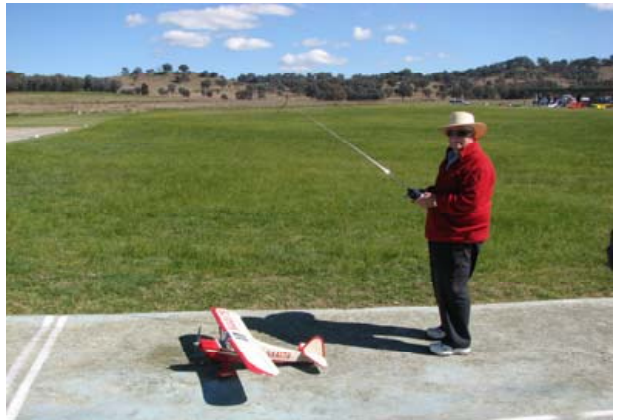
Greg Lepp starts his Fairchild Argus assisted by Rhys Thompson.



David Balfour's Curtis Robin on a landing approach.



Rick Pimblott of Ballarat with his electric powered ARF Nemesis.



Keith Schneider has relinquished his CD position after many years of service and found time to fly this electric powered ARF Taylorcraft.



The Sikorsky S-43 of TC member Peter Graeber in flight.



Mark Collins had this large model of the Hughes H-1 Racer as a backup.

Sportscale and Rally at Twin Cities



Enjoying the Sunday sunshine.



Neville Glew brought out his Corsair after damaging his Spitfire.



Rhys Thompson's P-51 Mustang dashes down the strip.



Anthony Mott's Cessna. The trees are further away than it appears.



Chris Henry's big Spitfire on a landing approach with everything hanging down.



Graeme Allen from the Ballarat club flew this ARF RV-8.



Greensborough member Laurie Baldwin flew this electric powered B-25 Mitchell. Standard ARF is modified to represent the Red Bull aircraft.



Gary Sunderland considering his options prior to take off with his Me109.

Flying Field Co-ordinates.

For my readers in OZ who possess a GPS, I thought that they might appreciate this information. This is my current list and if you have other field locations that you would like to pass on I will extend it . For my readers overseas it's a long way to go flying, but if you have Google Earth on your computer you might like to see where we fly in Victoria, together with a few of the interstate sites that I have visited.

Bacchus Marsh	37° 43' 22.99" S	144° 29' 07.82" E
Ballarat	37° 37' 24.40" S	144° 01' 53.09" E
Bendigo	36° 45' 10.11" S	144° 05' 29.98" E
Bowlyie	35° 02' 44.90" S	149° 15' 15.74" E
Canberra (ACT)	35° 21' 48.04" S	149° 09' 59.92" E
Constellation (SA)	34° 42' 18.29" S	138° 32' 01.84" E
Doncaster	37° 46' 18.29" S	145° 04' 16.54" E
Greensborough	37° 37' 22.71" S	145° 07' 40.82" E
Keilor	37° 40' 42.19" S	144° 47' 23.21" E
Lilydale	37° 40' 57.88" S	145° 20' 52.79" E
MARCS	37° 48' 51.58" S	144° 47' 50.35" E
Nepean	38° 22' 45.98" S	144° 51' 50.80" E
NSW State Field (Cootamundra)	34° 43' 07.07" S	148° 02' 46.94" E
PARCS	38° 05' 03.56" S	145° 10' 12.55" E
P&DARCS	38° 08' 13.90" S	145° 26' 47.65" E
Riddells Creek (full size)	37° 28' 19.81" S	144° 43' 27.54" E
SEMAC	38° 02' 56.75" S	145° 12' 07.84" E
State Field (Darraweit Guim)	37° 26' 37.37" S	144° 51' 23.06" E
Sunbury	37° 33' 01.57" S	144° 47' 54.43" E
Temora (full size, NSW)	34° 25' 41.27" S	147° 31' 14.15" E
Twin Cities (Albury, NSW)	36° 00' 26.28" S	146° 57' 53.64" E
VARMS	37° 52' 36.95" S	145° 12' 26.75" E
VRF (Shepparton)	36° 31' 28.86" S	145° 27' 43.27" E
Wagga (NSW)	35° 10' 24.45" S	147° 16' 28.36" E
Werribee	37° 54' 29.55" S	144° 37' 35.81" E
Yarra Valley (Croydon)	37° 38' 12.41" S	145° 25' 28.59" E

Roly Gaumann's

Beriev 200



After Camperdown I decided, as every year before, to build myself a seaplane. Except this year I've actually done it!!!

The Beriev 200 is a Russian built amphibian used for fire fighting - it can scoop up 12 tons of water in 13 seconds. There are quite a lot of spectacular U-Tube videos on this one.



These shots were taken this morning during its first flight. Take off is with a trolley as you can see. I have had it in the water for taxi tests, but for its first flight I preferred dry land. The model is completely scratch built, from a A4 three view drawing and photos, and is 1.9m wingspan with a length of 2m. Construction is of balsa /plywood and it weighs 4.1 kg ready to fly. Power is two "Landers" 70mm EDF's on 4S 3000mAh Li Po batteries.

Looks and flies absolutely fabulous!

Andrew Mysliborski, who took these shots, also made a video which will be on U-Tube. I'll send you a link when it's downloaded.

Roly.



Anthony Mott's Australian Record Duration Flight

with **TEDIUM E**

On Wednesday October 7th, at Greensborough MAC, Anthony resumed his attacks on the World and Australian Duration Records with a first attempt at the category for electric powered models.

The current Australian record stood at 3hrs 23mins 51secs and was set by Ray Pike back in 1998. The World record seems to be 12hrs 36min 46sec as set by a French team of two in 2008. This is the subject of some debate regarding the validity of a team entry in what has been assumed to be an individual pursuit.

In the event, Anthony managed a flight of 6hrs 55mins 28secs with his Tedium E to comfortably pass the Australian record — the possibility of a World record is yet to be determined.

Anthony's model is essentially similar to the i.c. version used to set his previous records and uses the same wing with a modified, and lighter, fuselage and tail assembly. Motor is a Turnigy 3639 rated at 600w and 750Kv turning a APC 'E' series 14"x10" propeller. The ESC is a Castle Creations Phoenix ICE 50amp with a data logger. On-board telemetry is a Quantum System which provides a continuous display of the propulsion battery pack voltage and a "low voltage" alarm at 3.3v per cell, that register on a module attached to the transmitter. The LiPo propulsion battery pack comprises a combination of 9 packs of 3 cells rated at 5000ma.hr with all nine wired in parallel and the radio system battery pack is 4 Energiser lithium AA cells of notionally 3000ma.hr capacity.

With a maximum allowable all-up weight of 5kg, Tedium 'E' weighed 4.980kg in flying state (3.360kg of batteries and associated wiring plus 1.620kg of airframe and motor). At take-off the model with the u/c attached weighed 5.545kg but with the ability to increase revs by supplying more power to the motor the model becomes airborne in less than half the distance required by the i.c. powered model with its severely limited power output.

The flight was largely uneventful although lack of lift and an abundance of downdraughts forced the use of more power than was anticipated, resulting in a slightly shorter flight time than was estimated.

With a capability of 8-hrs under good conditions another attempt is a possibility next autumn.



Early morning preparations.



Tedium E at the take off point.



Chocks away!



Tedium E, Anthony, and the support crew on completion of the flight.

Shepparton Mammoth Scale Rally 2011

This event has long been seen as Australia's premier scale rally and this year was no exception with 84 entries and 134 models on display. Lots of ARF's, particularly with the large aerobatic models, but there were enough scratch built and kit scale models to maintain interest. I was only there on Saturday but my early pick of Rob-

ert Zyp's Gipsy Moth for the Best Model was confirmed at the presentation on Sunday. Another outstanding model was the DH Hornet of Richard Mudge which he flew in a more sedate manner than is his usual practice, the model looking and sounding more realistic for his efforts.

On reviewing my photos as I wrote this report I realised that all except one are of models produced by interstate visitors. There are obviously very good scale modellers scattered all over the continent and it's a pity that we don't see more of them at our National Championships, particularly when the Nats are held in the east and are readily accessible to modellers from South Australia, Victoria and New South Wales. Maybe it's time to rethink the flying schedule for Large Scale and ARF competitions and place more emphasis on scale flying rather than aerobatic performance. It might elicit a bit more interest among the scale fraternity.

An enjoyable day was complemented by a late afternoon tea at the "Café by the Lake" at Nagambie and I congratulate the VRF members on another successful event at the Ian Watts field..



David Foster from NSW brought this collection of WWI scale models. All are from Balsa USA kits to 1/4 scale and covered with Solartex. The S.E.5 and Sopwith Pup are powered by Laser 150 four strokes and the Fokker DVIII by a CRRC 26cc petrol engine.



Robert Zyp from NSW, who is renowned for his magnificent model reproductions of early biplanes, had this 1/3 scale De Havilland 60G Gipsy Moth. Model spans 3.1m, weighs 16kg and is powered by a MVVS 58 two stroke petrol engine.



Rowdy Matthews from South Australia had three models on show. This one is a A-10 Warthog ARF by Fly Eagle Jet. Model spans 2.64m and weighs 28kg. Power is by two ATJ 120 turbines producing 26kg of thrust.



Avro Avian by Doug Radford of the Warringah club in NSW is 1/4 scale, scratch built from a smaller magazine plan. Model is 2.31m span, and is very light at 5.5kg. Powered by an early OS 120 four stroke.



A B-25 Mitchell modified from the original ESM ARF kit by Ron Clark from NSW. Model is 2.41m span, weighs 14kg and is powered by two MVVS 26cc two stroke petrol engines.



This large GeeBee was flown by Robert Shoebridge of NSW who is also a regular at Shepparton.



You see some very odd figures in the cockpit of model aircraft at times and you sometimes wonder why a nice scale model is spoiled by having Yogi bear or a Smurf in the cockpit. This pilot figure was in a ARF aerobatic model and has the best facial features that I have seen.



Gary Bergen is a regular at Shepparton from his home state of South Australia and has flown this 1/3 scale Super Stearman on many of those visits.



Model Engines did not have a large representation this year but Neil Addicott flew this Nakajima Ki-43 powered by a OS 70cc, seven cylinder, four stroke radial engine.



A new model to the Shepparton scene, this De Havilland 103 Hornet was built and flown by Richard Mudge from South Australia.



For Sale

ARF B-25 Mitchell
(modified to near scale)

2.1m wingspan, weight 7kg, 2 x OS.70 four stroke engines (new), 16 servos, spring/air retracts.

Price: \$4000

Contact: Rob McConkey, mob: 0428 961 663

Aircraft regulations from 1920.

(Graham Godden)

1. Don't take the machine into the air unless you are satisfied it will fly.
2. Never leave the ground with the motor leaking.
3. Don't turn sharply when taxiing. Instead of turning sharp, have someone lift the tail around.
4. In taking off, look at the ground and the air.
5. Never get out of a machine with the motor running until the pilot relieving you can reach the engine controls.
6. Pilots should carry hankies in a handy position to wipe off goggles.
7. Riding on the steps, wings or tail of a machine is prohibited.
8. In case the engine fails on take off, land straight ahead regardless of obstacles.
9. No machine must taxi faster than a man can walk.
10. Never run motor so that blast will blow on other machines.
11. Learn how to gauge altitude, especially on landing.
12. If you see another machine near you, get out of the way.
13. No two cadets should ever ride together in the same machine.
14. Do not trust altitude instruments.
15. Before you begin a landing glide, see that no machines are under you.
16. Hedge-hopping will not be tolerated.
17. No spins on back or tail slides will be indulged in as they unnecessarily strain the machine.
18. If flying against the wind and you wish to fly with the wind, don't make a sharp turn near the ground. You may crash.
19. Motors have been known to stop during a long glide. If pilot wishes to use motor for landing, he should open throttle.
20. Don't attempt to force machine onto ground with more than flying speed. The result is bouncing.
21. Pilots will not wear spurs when flying.
22. Do not use aeronautical gasoline in cars or motorcycles.
23. You must not take off or land closer than 50feet to the hangar.
24. Never take a machine into the air until you are familiar with its controls and instruments.
25. If an emergency occurs while flying, land as soon as possible.

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