

**Issue No. 42**

# **AUSTRALIAN MODEL NEWS**



**October 2016**

## From the Editor

It's now five weeks since my surgery and I'm up and about the house without my crutches. Another week until I see the surgeon and I should be able to drive once again. In the intervening time I have managed, with the help of many others, to assemble this issue of AMN and I thank those who contributed photographs and reports.

This winter and early spring have been particularly cold and wet and this is reflected in the number of events that were cancelled or had poor attendances. The Shepparton Mammoth rally was one notable event that did not live up to its past years but hopefully will return bigger and better next year.

Sadly we lost another of our early modellers in Norm Bell who passed away in August. Norm was a leading figure in Victorian modelling in the immediate post war years and competed with great success in State and National control line, free flight and radio control events for many years.

John Lamont

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

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### On the Cover.

Tony Small's Westland Lysander, replicates the aircraft of the Canadian Warplane Heritage Museum.

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### COMING EVENTS

- SAM 2001 INTERNATIONAL 1/2A TEXACO POSTAL CHALLENGE**
- SAM 2001 INTERNATIONAL TOMBOY POSTAL RALLY**
- RINGMASTER FLY-A-THON 2016**
- SUNBURY MAC ANNUAL AUCTION**
- TWIN CITIES MAC SEAPLANE WEEKEND**
- GRAMPIANS MFC BUSH BASH**
- WINGS OVER WEST WYALONG**
- LUSKINTYRE RC SCALE FESTIVAL 2016**
- "MOSSKOSH" ARARAT FUN FLY**
- P&DARCS SCRATCH AND KIT BUILT SCALE RALLY**
- WESTERN PORT FESTIVAL 2017**

# Norman Newton Bell



1925 - 2016

With the passing of Norm Bell on August 14th, Victorian modelling lost one of its best known and most popular identities. Norm, aged 90 years, died following a fall at the nursing home in Kew where he had been a resident for some months.

Norm was an early member of the Eastern Suburbs club post WWII and was one of the first to take on the then new sport of control line flying, his aptly named "Flash of Fire" model was a familiar sight at the ESMAC field at Surrey Park as was his "Sunbeam" motor cycle, his preferred method of travel.

He soon took to speed flying and was one of the first to pass the magic 100mph figure when he won the Class B speed event at the 1950 Nationals at 106mph with a Dooling.29 powered model. He also took Class C at 97mph and, as a demonstration of his versatility, placed third in an FAI free flight event. As a result of these successes he was judged "Champion of Champions" for the meeting.

In subsequent National meetings his name was usually well to the fore and at the 1965 Nationals he made a special effort with wins in Open

Power and A1 Sailplane and second places in A2 Sailplane and FAI Power, with the result that he was again adjudged "Champion of Champions". An impressive part of this performance was that, due to the very real danger of snakes in the long grass, he ran out most of his longer retrieves in gumboots!

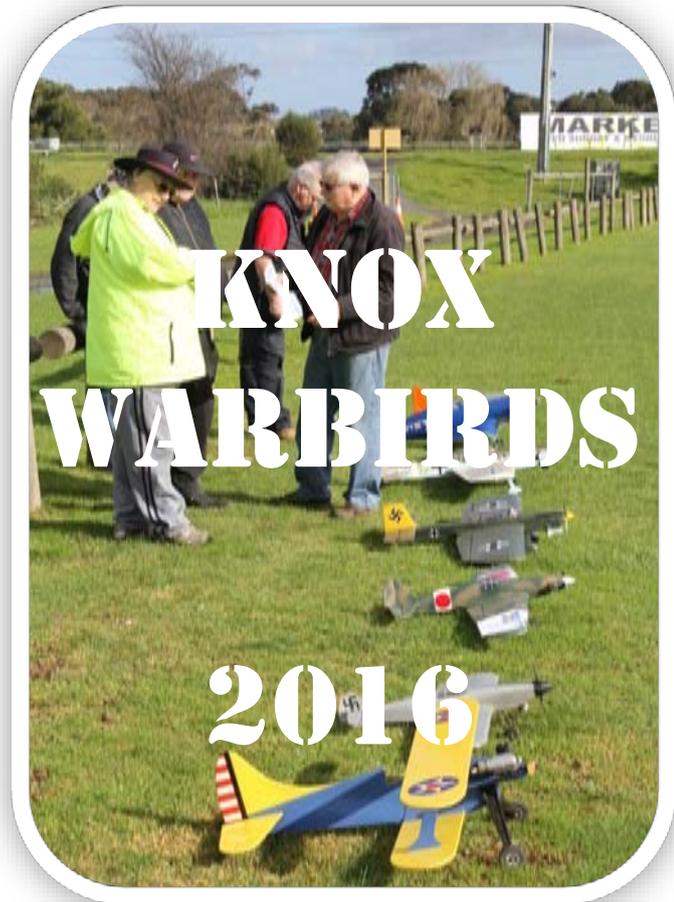


remaining models to fellow enthusiasts.

Norm subsequently took to radio controlled flying with the MARCS, building and flying many of the early multi-channel aerobatic models before turning to scale flying and participating in scale events around the country. In later years he was an esteemed member of the Doncaster club, flying beautifully built "Old Timers" usually powered by vintage spark ignition engines from his large collection.

Turning to smaller electric powered models in his last years, Norm was a regular early morning flyer at Doncaster before finally retiring from modelling and disposing of his

Norm is survived by his wife Norma and the modelling community extends its condolences on her loss.



Gavan Opperman's Messerschmitt Bf.109 is an Aeroflyte design.



Bernie Cosgriff's Kawasaki Ki-61 'Hein' is a Geoff Pentland design powered by an OS 15.



Don Still designed Junkers Ju87 'Stuka' by Peter Koch, powered by a Fox 29.



Steve Valve's Vought F4U 'Corsair' was designed and built by Perry McNeillage. Powered by an OS 46LA.

This KMAC annual event continues to draw some interesting entries with this year's standout being a very reasonable facsimile of the Focke-Wulf 190.

The models are designed primarily for an aerobatic performance so many concessions are apparent when compared to the prototype aircraft, never-the-less there is no mistaking their parentage and a bit of license in the design of the model does not detract from the intent of the competition.

The only missing component is the flying of the aircraft. Most owners did not bother hooking up the lines and getting their models airborne and the competition was decided on a pilot's vote based only on the static presentation.



A second entry by Steve Vallve, his Brodak Models Grumman F8F 'Bearcat' is powered by an OS FP40.



Another Kawasaki 'Hein'. This one is an own design by Reeve Marsh and powered by an OS 46LA.



The winning model was this Focke-Wulf FW-190 designed and built by Perry McNeilage and now owned by Grant Palmer. Powered by an OS 40LA.



Ken Maier's Supermarine 'Spitfire' from the 'Airborne' magazine plan is powered by an Elfyn 2.49 diesel engine.



Not really a warbird, this 'Keane Special' by Graeme Keane looked the part in its pre-WWII trainer colour scheme.

# BLUE LAKES AERO MODELLERS

## FLOAT FLY

Normally this event is held at Lake Leake, about 30min north west of Mt. Gambier, however due to low water levels BLAM approached the city council to be able to use Valley Lake, one of the craters in the city area. The council were only too happy to assist and closed the lake to recreational use for the weekend.

Being that it is a crater made it a challenging venue for the fliers as Saturday was very cold and windy. The wind was swirling around in the crater making flying difficult, however it did give everyone a chance to catch up.

Sunday saw a calm, sunny day and when we arrived at the lake there was a light mist over the water. Most of the flyers were able get their plane onto the water and up in the air.

The event was well supported with flyers coming from Robinvale, Mildura, Adelaide, Warracknabeal, Naracoorte, Warrnambool, Geelong, Camperdown and Ararat.

**Rick Pimblott**



# GMAC DAFFODIL DAY



The Greensborough MAC annual Daffodil Day Fly-In was held on Sunday 28th August 2016 to raise funds for Cancer Research.

Despite the less than perfect weather it was great to see a number of visitors attending from other clubs and joining the GMAC flyers in this event, the yellow theme of the day being reflected in the models on the flight line.

Lunch was available from the GMAC barbeque with money raised going to the Daffodil Day Fund. \$470 was raised on the day and GMAC added to this amount for a total of \$600.

All at GMAC look forward to helping in raising funds again in 2017.

**Graeme Dyer**  
(President, GMAC)





Mark Bishop has just returned from a trip to the UK and, while there, he visited Old Warden to look over the aircraft of the Shuttleworth Collection. It so happened that there was a model meeting at the airfield on the same day and he was able to photograph some scale model flying along with the full sized aircraft of the Collection. Mark photographed the models from behind the spectator fence so I don't have any details but there are some interesting aircraft, including a large Corby Starlet from our land of Oz.





# Shuttleworth

THE HISTORIC AEROPLANES



1909 Bleriot Type XI monoplane.



1910 Bristol Boxkite.



1910 Deperdussin.



1910 Avro Triplane IV.



1915 Avro 504K.



1916 Sopwith Pup.



1916 Sopwith Triplane.



1917 Bristol F.2b Fighter.



1920 Sopwith Dove.



1931 Avro 621 Tutor.



1937 Hawker Demon.



1938 Gloster Gladiator.



1938 Westland Lysander.



1941 Hawker Sea Hurricane IB.

# SCALE RACING 2016 at BENDIGO



This was the eleventh year that Bendigo Radio Controlled Aircraft Club has run this Large Scale Racing event at their flying field at Marong and it was one of the coldest and wettest weekends that we have experienced for a long time. Regardless of the poor weather the racing went on for two days with only minor stops for a shower of rain on each of the days.

When entries closed, the numbers were thirty-four, but the dreaded flu virus pinched a couple of our pilots and work commitments curtailed another, thus we were left with twenty-eight aircraft at the start line, more than enough to have a great weekends racing. That's what they came for and that's what they received, six wonderful rounds of racing spread over the four classes of Large Scale Racing.

By 10am Saturday, the pilots' membership cards had been checked, the heavy model permits checked, and we were ready for the welcome and briefing for the weekends races. We had five new or first time pilots in Ian, Jason, Reece, Rod and Michael and they were made welcome. Ian, Jason and Reece are from NSW, Rod came all the way from Queensland and Michael is a Victorian.

## Redbull Class.

With 120 glow engines or the 30cc petrol engine, both engines produce similar power output so it's up to the pilots' skill to fly the best line possible and gain the advantage. The racing is either very close or well spread out and it was the NSW boys who had the close racing, although Byron Simpson loves taking the short cut and scored more cuts than the others.

## AT-6 Texan Class.

These aircraft are the nicest aircraft to fly and great for racing, but not all that great on landings. Les Sawyer and Leigh Kellock from Shep-

arton were having a great time during the races while Tony Jones had everybody on edge with his retracts, which always seemed to be half up or half down, but he got through all the races safely and was applauded for some of his landings.

## Nemesis 35 Class.

This class only started this year, and it's great for beginners as it is an easy aircraft to fly race and land, which is what new pilots need. Once any pilot wins 3 times ( races) they are invited to move on to another class, this then gives others pilots a chance of winning. Using the one style aircraft and similar engines, either a 35cc glow or an OS GT 33cc petrol engine (which is very popular) these Nemesis' again fly

at similar speeds so many heats are exciting to watch. This year it was between two younger pilots in Riley Sills and Cooper Davis. Both being 17/18 year olds they had a ball with the lead changing on almost every lap. One had the speed down wind while the other had the speed up wind, just wonderful to watch.

## F1 Goodyear Class.

Using the largest engines these aircraft certainly move

through the air quicker than the other classes, with the best time clocked at eleven seconds per 500m lap, a time of 111 seconds for the race distance of 5 km. Steve Davis showed the way with his Sundowner (or "FANG" to use it's race name) converted to look like a "George Owl Racer". Second and third fastest had close racing with Byron Simpson showing us how to knock out an undercarriage leg, epoxy it back in again, and from then on land very, very, gently.

Thanks to the light marshalls, David, Gary, Damian and Jack, the race starter Graeme, and to John for the scoring. These are the club members who make it all happen. Thanks also to the canteen staff who did a great job feeding us with warm food and hot drinks.



Not forgetting the pilots who came and enjoyed themselves. It turned out to be a great race weekend despite the weather and, best of all, there were no aircraft losses. Well done pilots one and all.

Thanks to the commercial businesses that supported this great race weekend. The main supporter was Model Engines Australia together

with Spektrum Radio, DL Engines (WA) Aero Aviation Hobbies, BRCAC Inc, and not forgetting Laser Signage Design (Tony Jones) for the wonderful trophies.

**Les Davis**



TEXAN winners - from left, Tony Jones 3rd, Les Sawyer 1st, Leigh Kellock 2nd.



Nemesis winners - from left, Riley Sills 3rd, Cooper Davis 1st, Les Davis 2nd.



Redbull winners - from left, Byron Simpson 3rd, Jason Vanaksek 1st, Tony Jones 2nd.



Formula 1 Goodyear winners - from left, Riley Sills 3rd, Steve Davis 1st, Byron Simpson 2nd.

## RESULTS

<b>Redbull</b> (supported by DL Engines (WA))	1st. Jason Vanajak	2nd. Tony Jones	3rd. Byron Simpson
<b>AT-6 Texan</b> (supported by Aero Aviation Hobbies and BRCAC)	1st. Les Sawyer	2nd. Leigh Kellock	3rd. Tony Jones
<b>Nemesis 35</b> (supported by Model Engines Australia)	1st. Cooper Davis	2nd. Les Davis	3rd. Riley Sills
<b>F1 Goodyear</b> (supported by Spektrum/Model Flight)	1st. Steve Davis	2nd. Byron Simpson	3rd. Riley Sills

# NEW SOUTH WALES F4C AND F4H SCALE CHAMPIONSHIPS 2016

My efforts to get more information on the models and a copy of the results for these competitions having failed I'm only able to present photos of some of the aircraft flown. I'll try to do better next year.







# Tingalpa Dawn Patrol 2016

On a day with weather that most flyers dream of, a band of intrepid aviators and their machines of a bygone era gathered together to celebrate the Tingalpa club's fourth annual Dawn Patrol.

Although a smaller event than some others the club holds, for these diehards it was one that was much anticipated. In all eight pilots flew sixteen planes, some were even generous enough [courageous enough] to let others have a go at flying some of these great aircraft. There were SE5a's, Camels, DFW's, Nieuports, BE2's, Albatros', and various assorted Fokkers and Junkers.

The one trophy awarded on the day went to Lorne Austin for his magnificent DFW CV and his SE5a (I couldn't decide between them).

Fortunately there were no demises, my BE2 coming closest with a sick engine on take-off. With the help of some calming words from Richard Symes I got it back safely and all aircraft will be ready to go for the next Patrol.

The Dawn Patrol is held every August at TMAC and visitors are most welcome!

**Adrian Hellwig**



Will Sipma's 1/4 scale Sopwith Pup is powered by a Saito RD459 four stroke radial engine.



Adrian Hellwig's 1/5 scale BE2c is powered by a Saito 150 four stroke engine.



Adrian Hellwig's trailer continues the WWI theme with its Cross and Cockade decoration.



Lorne Austin's 1/6 scale DFW CV was judged to be the best model on the day .



Adrian Hellwig's 1/4 scale Fokker D.VIII, powered by a Laser 200 V-twin four stroke engine.



Noel Wilson's 1/3 scale Moraine Saulnier is from a Balsa USA kit.



Some group photographs of the Dawn Patrol models.



Lorne Austin's 1/4 scale Nieuport 28 is also from a Balsa USA kit.



Dave Stewart's 1/5 scale Fokker D.VII.

# HARS

## HISTORICAL AIRCRAFT RESTORATION SOCIETY

(Photos sourced from HARS Facebook page, photographers acknowledged therein.)

Like many, I have been an RC modeller for many years now and like many I admire all modelling disciplines and all things aeronautical, including full size. As part of this wonderful, life long enthusiasm, I had an opportunity in 2002 to join The Historical Aircraft Restoration Society (HARS) who are dedicated to the restoration, preservation and flying of significant aircraft from Australia's history.

Based in Wollongong, about an hour and a half South of Sydney, HARS has a sprawling facility comprising two hangars and a museum/restoration building. Currently there are approx. thirteen airworthy aircraft, with a further eight on static only display and some seven active restoration projects. A number of other historic aircraft use the HARS facility as a base for flight operations and restoration. HARS has 500 plus members, all of whom volunteer their time and skills to help preserve these aircraft. The volunteers have backgrounds ranging from pilots, aircrew, LAME's, engineers, professionals, trade, skilled and non skilled, male and female, young and old, all who share a common purpose and passion for all these things aeronautical!

I assist as a tour guide, the facility being open for visitors to tour every day of the year except Christmas Day and I'd like to mention some of the more notable aircraft and share some pictures which I hope you will find of interest (all pictures have been sourced from the HARS Facebook site).

With a collection which includes a General Dynamics F111, Dassault Mirage III, 2 x De Havilland Vampires, 3 x Lockheed Neptunes, Grumman Tracker, DC4, Convair 440, 3 x Douglas DC-3's (including the famous 'Hawdon'), PBY Catalina, English Electric Canberra, Hawker Hunter, 3 x Caribous, CAC CA27 Sabre, Tiger Moth, Winjeel plus others ...well then, where to start ?

Maybe there is no better place than with the pride of the HARS fleet, and a plane that is instantly recognisable to any enthusiast... .... 'Connie' the Lockheed L1049 Super Constellation VH-EAG 'Southern Preservation', manufactured in 1955 and an ex US Air Force MATS C141.

Considered one of the great aircraft restoration projects Connie was rediscovered in 'The Boneyard' at Davis Monthan Air Force base in Arizona with the very first item of work being the removal of half a tonne of pigeon 'poo' from its interior, Connie was restored over a six year period by a HARS team whilst 'in situ' in the desert. She was then flown across the Pacific to Australia in 1996 (how's that for having confidence in your workmanship) and ever since has regularly flown, far and wide, across Australia to educate and delight at various airshows and events. It has an amazing presence and sight and sound.



The jewel in the crown, the Super Constellation "Southern Preservation".

Four Curtiss Wright R3350 twin row 18 cylinder radials (2 spark plugs per cylinder makes for 144 spark plugs in total!) are a sight to behold on start up and to hear on flybys.



Excess fuel ignites at the engine exhaust as the Connie fires up.

By the way, the HARS engineers have rigged each plug up to an oscilloscope so its condition and performance can be continuously assessed during a flight. A little known fact is that the Constellation wing is in essence, a scaled up version of a P-38 "Lightning" wing.

Another favourite with visitors is the sophisticated emergency escape mechanism titled **ROPE** hanging from the ceiling with which passengers were supposed to 'shimmy' themselves out of the window if anything untoward occurred! I kid you not. John may or may not choose to include a picture of the cockpit and sextant used for navigational positioning by taking star shots. I have lost track of the number of times I have had to explain why the plane has no GPS or Google Maps.

But the most 'fab' piece of technology I like to show off is the original specification pencil sharpener and you would not believe how many people under a certain age have never seen one. Oh!... I am starting to feel old.

At the other end of the spectrum is QANTAS 747-438, VH-OJA, Longreach 'City of Canberra' delivered to QANTAS in 1989 and then donated by them to HARS and flown into Wollongong in March 2015. It has the distinction of having held the record for both the longest ever non stop commercial flight (a tad over 20 hours and 18,000kms, Lon-



The Boeing 747-438 Longreach "City of Canberra" dwarfs all of the other aircraft.

don to Sydney) and holding the record for the shortest (12 minutes Sydney to Wollongong). Some interesting statistics are that over a 25 year service life this aircraft had an average utilisation of 16 hours per day and carried approx. four million passengers the equivalent of 85 million kilometres. Visitors are always amazed at how big the aircraft is, especially when you stand underneath it by the undercarriage or next to an engine cowl. It strikes you that most people have become accustomed to seeing these types of aircraft from afar or while entering them via aero bridges, so getting up close and personal from these unusual angles raises many an eyebrow and comments. Amazement also extends to the fact that the aircraft has tie down straps to stop it moving around in the high winds often experienced in the Illawarra.

Thirdly and perhaps my favourite is the Fokker FVIIIB replica of Sir Charles Kingsford-Smith's "Southern Cross".



The replica "Southern Cross" is now under repair for a future return to the sky.

The original Southern Cross still resides in a purpose built display building just outside Brisbane airport. This replica was built in Adelaide during the 80's but unfortunately had a landing accident in 2002 and was subsequently kept in storage until the South Australian Government transferred it to HARS two years ago. The condition being that it be bought back to flying condition and displayed for the Australian public. A mammoth restoration was begun by a small team and this has involved rebuilding of the outer starboard section of the wing including splicing new spar sections, new fuel tanks and systems and renewal of strut and attachment points in the fuselage.



The new outer starboard section of the plywood covered wing under construction.

The three Jacobs seven cylinder radials are undergoing refurbishment in Brisbane and although no date is set for the first flight I would estimate that 70% of the restoration work is complete. To see the huge 22m wing taking shape is to see artisans at work, lost skills have had to be relearnt, with engineers being flown over from Europe to train and inspect. The wing is recovered with original specification, very beautiful and very expensive Finnish plywood.....no you can't ask for the offcuts.....they are accounted for !

This plane may be my favourite due to my personal memories... I originally hail from Adelaide and whilst working my way through University as a barman at various hotels I distinctly recall John Pope, at that time the lone visionary of the original replica project. For years he would regularly 'do the rounds' visiting local hotels and bars ...literally passing a bucket around patrons in the front bar asking for donations and telling them of a dream he had.... a level of passion and commitment that lives on and which you can see everyday in HARS.

There are so many other aircraft to discuss and view including many, many exhibits, a neat little library (lots of people literally dump their own or inherited aviation items on the doorstep not knowing what to do with them otherwise), the complete collection of De Havilland Australia workshop drawings and plans (bequeathed to HARS on the closure of the plant) and yes...even a small selection of models, mainly plastic but with one or two donated RC aircraft.

HARS' growth has been phenomenal, when I joined there was literally one shipping container and a sea of mud on the current site and progress continues, every time I visit something new has been completed (including the development of a second museum and parts storage annexe in the regional township of Parkes in Western NSW) and with the arrival of the 747, with its distinctive liveried tail visible from afar, the number of visitors and public awareness has grown proportionally.

A new project team has now been formed with the aim of securing funding for the building of a hangar for the 747 and for the P3C Orion that is shortly due to join the collection...but that's another story.

If there is interest I will write some further articles on some of the other aircraft with plenty of pics. In the meantime if you ever find yourself in Sydney or NSW the HARS facility should be on your 'must visit' list...better still become a volunteer !

**Dean Riebolge**



The HARS's PBV "Catalina" represents a WWII "Black Cat" aircraft of the RAAF 76 Wing.



An ex-RAAF Avon "Sabre".



A pair of Vampires from the RAAF's "Telstars" aerobatic team.



An ex-RAAF Macchi jet stands guard outside the HARS hangars.



The Douglas fleet, two DC-3's and a C-47.



An ex-RAAF Dassault Mirage III.



An ex-RAAF General Dynamics F-111.



Aerial view of the HARS establishment and aircraft at Wollongong, south of Sydney.



The Super Constellation 'office'.



Instrument panel and console in the 'Connie', all dials and pointers no glass.



The 2016 Rockhampton Control Line Rally was held on the second weekend of September with participants travelling from Mackay in the north to Brisbane and New South Wales in the south with one modeller from Melbourne. About thirty modellers attended with twelve racing models ready to compete. The challenge for the weekend was Class B team racing which the organiser, Barry Fredrickson, had lobbied for late last year. Most pilots arrived on the Friday with five groups camping at the club field and the rest accommodated in town.

Saturday morning had an interesting start with early showers before dawn then thick fog as day broke, fortunately the rain and fog cleared for an overcast cool day with a light breeze. The suggested model for the racing was the Mercury racer but pilots arrived with various designs to have their first attempt at team racing. Racing started with two teams up at the same time and everybody showed interest in the speed of each model. For some it was their first attempt at flying with another pilot at the same time and the interaction in the centre got hearts racing as planes tried to pass each other without contact with each other or the ground. Dave Helmrich from Mackay was unfortunate to write his model off on the first race when it came in on him while lifting off into the wind from the start position.

As usual the club supplied a large smoko which started a feeding frenzy as all sorts of treats were on offer. The day continued with remaining aircraft competing and scoring a time for the fly off on Sunday. During the day the second circle was open for general flying and pilots took advantage of this to display their aerobatic skills when not racing.

Sunday was the finale with three up racing to compete for the finals. All spectators were glued to the action as it was as interesting to watch as combat. The poor pilots struggled to maintain a safety margin from the other aircraft when passing while retrieving and starting the aircraft during the race required awareness as to where the other planes are in the air. The feature race for the day was between Gary Dechastel, Barry Fredrickson and Curtis Helmrich, these three put on an entertaining show. On lift off after a refuel, Curtis's aircraft launched into the air in front of Barry's and the lines crossed. These two boys were quick as they repositioned themselves, untangled the lines and averted disaster.



All trying to pass at the same time, from left - Garry De Chastel, Barry Fredrickson, Curtis Helmrich.

In another heat Barry had another team member pilot one of his planes while he carried out the pit stops, unfortunately the aircraft clipped the ground in a passing manoeuvre and both blades of the prop broke free leaving the engine running at full revs. Unloaded motors sound like pylon racers and this motor sounded like it was doing thirty thousand revs while standing still. Barry made it to the model and stopped the motor by pushing the spinner into the ground.

The final place getters were.

- |      |                   |                   |
|------|-------------------|-------------------|
| 1st. | Don Keysecker     | Starbomb          |
| 2nd. | Dave Helmrich     | Mercury Mk1 racer |
| 3rd. | Barry Fredrickson | Mercury Mk1 racer |

Everybody enjoyed the weekend and all are looking forward to the next Rocky Rally in 2017.

**Mike Rankin**



The line up of race models.



Peter Cutler (left) and Warren Hathaway restarting after a pit stop.



Garry De Chastel's "Sorcerer" in flight.



Frank Battam launching Ian Grealy's Mercury Mk1 Racer.



Two Mercury Mk1 Racers by Barry Fredrickson, both are set up for Class B Classic racing.



Line up of aerobatic and general aircraft at the second circle.



Trevor Larson with his custom made twin converted from a single engine design. Throttles are operated by radio control.



Three senior pilots doing battle in the final from left - Don Keyessecker, Trevor Larson, Dave Helmrich.

# MAMMOTH SCALE RALLY



## SHEPPARTON 2016

This year was the 35th Anniversary of this popular event and unfortunately was marred by heavy rain in the preceding weeks producing a waterlogged field. These wet conditions and the poor weather forecast probably contributed to the unusually low attendance. Only fifty two models were on display on Saturday and the number only slightly increased on Sunday when the weather was greatly improved.

Still recovering from my recent operation I thought discretion to be better than stupidity and decided not to attend. Anticipating that I might not get to the event I sought the assistance of Ken Thomas and Ken, together with his son Brendan, was able to provide me with the pictures accompanying this report. David Kerr of GMAC also took a number of photographs and, although without captions, I have included these as they may also be of interest to those who attended the event and to my readers.



Ross Smith from Lithgow usually flies a turbo prop Pilatus PC-21 but this year brought a 1/3 scale Stearman built from the Balsa USA kit. Model spans 2.9m and is powered by a large radial engine



Rod Mitchell is a regular at this event and flew his scratch built Grumman Tiger-cat, assisted by Bruce Harker.



Adam Goulding from Lithgow flew an ARF Austars Cessna Ag Wagon. Model is 3.1m wingspan and is powered by a DLE 111 petrol engine.



Ron Clark from the Warringa club in NSW won the Pilots Choice Award flying this large Avro Lancaster. The model has a wingspan of 3.4m and is powered by four Saito 21cc petrol engines.



A 2.3m wingspan Austars ARF model of the Fuji FA-200-160 Aero Subaru.



Steve Millar's Top Flite P-51 Mustang is 2.2m wingspan and powered by a DL55 petrol engine.



Adam Goulding's second model was this ARF Extreme Flight Extra 300. Model is 2.2m wingspan and is powered by a DLE 55 petrol engine.



Neil Addicott of Model Engines flew a ARF Seagull Ju.87 Stuka. Model is 2.3m wingspan and powered by an OS GF40 four stroke petrol engine.



David Chivers wheels out his ARF Auster DHC-4 Caribou. Model is 2.54m wingspan and powered by two OS GT22 petrol engines.



Royce Bux's F-15 Eagle was the only turbine powered model on display. The model is 1.5m wingspan and powered by a Kingtech 140 turbine.



Philip Singh of VARMS flew this 50% scale Edge 540 powered by a 3W 275cc petrol engine. Wingspan is 3.7m.



Mike Farnan of Model Engines had a tow vehicle to assist with the handling of his large scale Lockheed Constellation. The Connie is 5.5 m wingspan and powered by four OS GT33 two stroke petrol engines.



Rob Hulett from Twin Cities club flew a scratch built Piper L4 Grasshopper. Model spans 3.2m and is powered by DLE 60 petrol engine.



Mike Farnan's second model was an ARF Phoenix Tucano, 3.2m wingspan and powered by an OS 60cc petrol engine.



Rob Hulett with Tony Small's Westland Lysander, a Seagull ARF that has been recovered and painted to represent a RCAF target tug. Model is 3m span and powered by an Evolution 77cc seven cylinder four stroke petrol engine.



Royce Bux's Eagle nearly comes to grief on the landing approach. Quick thumbs saved the day with only a bouncy landing resulting.



Tom Sparkes' from Warringah club flew this scratch built Laird Turner Special powered by a 100cc DL petrol engine.



Steve Malcman's large Cessna 182 Skylane is a regular at Shepparton. Model spans 4m, weighs 33kg and is powered by a DLE111 petrol engine.



Brian Whellan starts his scratch built Druine Turbulent assisted by Anthony Monteleone. Model is 2.1m span and powered by an OS 120 four stroke engine.



Jay Wooley's Citabria in flight. Model is 2.5m wingspan and powered by a 50cc RCG engine.



Brian Porman's ARF Super Cub met its end when the tailplane broke off in flight.



David Chivers and assistant retrieve David's Caribou from the outfield after a low pass proved to be a bit too low.



Photographs on this page are by David Kerr.





Photographs on this page are by David Kerr.





# THE BOEING MUSEUM of FLIGHT

*Barrie Reaby recently returned from another overseas adventure undertaken with his grandson Ben. The trip was a repeat of an earlier visit to the west coast of Canada and north to Alaska and while there he was able to visit the Boeing Museum of Flight in Seattle and enjoy a number of scenic flights in helicopters and floatplanes. In the following pages I have placed a selection of photographs taken by Barrie and Ben showing some of the aircraft seen or flown in during their travels.*

The Museum of Flight is a private non profit air and space museum in the northwest United States. It is located at the southern end of King County International Airport (Boeing Field), in the city of Tukwila, just south of Seattle .

The Museum of Flight can trace its roots back to the Pacific Northwest Aviation Historical Foundation, which was founded in 1965 to recover and restore a 1929 Boeing 80A-1, which had been discovered by in Anchorage, Alaska.

The restoration took place over a 16-year period, and after completion, was put on display as a centerpiece for the museum. In 1968 the name "Museum of Flight" first appeared in use in a 10,000-

square-foot facility rented at the Seattle Centre. Planning began at this time for a more permanent structure and preliminary concepts were drafted.

In 1975 The William E. Boeing *Red Barn* was acquired for one dollar from the Port of Seattle which had taken possession of it after Boeing abandoned it during World War II. The 1909 all-wooden building, the original home of the company, was barged two miles (3 km) up the Duwamish River to its current location at the south

western end of Boeing Field. Fundraising was slow in the late 1970s, and after restoration, the two-story Red Barn was opened to the public in 1983.

That year a funding campaign was launched, so capital could be raised for construction of the T.A. Wilson Great Gallery.

In 1987, Vice President George Bush, joined by four Mercury astronauts, cut the ribbon to open the facility on July 10, with an



The William E. Boeing "Red Barn"

expansive volume of 3,000,000 cubic feet (85,000 m<sup>3</sup>). The gallery's structure is built in a space frame lattice structure and holds more than twenty hanging aircraft, including a Douglas DC-3 weighing more than nine tons.



The B&W was the first aeroplane designed and built by Boeing in 1916.



This Stearman C-3B has been restored as a Western Air Express airmail carrier.



Boeing 40B. Boeing built its first Model 40 to carry mail for the U.S. Post Office .



The Boeing 80A-1 tri-motor was Boeing's first passenger aircraft.



The Boeing 100P-12F4B was Boeings first fighter aircraft.



The Boeing P-26 "Peashooter" was the first American all-metal production fighter.



The Stinson Model O was built to serve as a military training and utility aircraft.



The first modern airliner, the Boeing 247 marked the beginning of a new era.



The Lockheed M-21 "Blackbird" cruised at speeds of more than Mach 3 at over 85,000 feet (25,500 m) in altitude



The D-21 Drone mounted on the "Blackbird" was an unpowered aircraft originally designed for CIA and Air Force surveillance missions.



The McDonnell F-4C "Phantom" was the pre-eminent American combat aircraft of the '60's.



The Vought XF8U-1 "Crusader" was favoured by the US Navy and was the first fighter to fly at 1000mph (1600kph).



The Lockheed F-104C "Starfighter" was America's first operational Mach 2 fighter.



The Lear Fan 2100, a radical two-engine pusher prop-jet made almost entirely from composites, was Bill Lear's final project.



Lockheed's Missile and Space Division designed the YO-3A as a nearly silent observation aircraft.



The T. A. Wilson Great Gallery is a 3 million-cubic-foot, six-story, glass-and-steel exhibit hall currently containing 39 full-size historic aircraft.

# NORTH to ALASKA



Ben and Barrie Reaby at Fairmont with the Warbelow Air Piper PA-31 Navaho Chieftain in which they flew to the Arctic Circle.



With so many rivers and lakes suitable for aircraft operation even ultra light aircraft are fitted with floats.



The DHC-2 Beaver has been out of production since 1967 but is still widely used throughout Canada. Old airframes are rebuilt and some are fitted with a turbo prop engine, replacing the original P&W Wasp Jr.



The versatile Beavers fly with wheels, skis or floats and carry a wide range of cargo, either internally or externally, in Canada's north.



# THE ARTHUR SMITH TROPHY

The Arthur Smith Trophy is an indoor competition for rubber powered models with a total flight surface area of 100 sq. ins. and a minimum weight without rubber of 13gm. It has been quite a while since I last attended an indoor event and as I was free after the VFSA event scheduled for the same day was cancelled, I decided to give my new hip a tryout and hop over to Donvale to watch the flying and take a few photographs.

The Victorian indoor flying group are an ageing bunch and their number of active flyers is slowly diminishing so we only had four entries and when Sean O'Connor's reduced scale Wakefield was found to be underweight it left only three models eligible to fly.

Colin Parker, Mike Glaister and Jim Fullarton battled it out with Jim coming out on top and claiming the Trophy for this year.

## RESULTS

1. Jim Fullarton	56	43	140	62	-	202
2. Colin Parker	78	42	-	-	-	120
3. Mike Glaister	19	-	-	-	-	19



Jim Fullarton, at the age of 98yrs, still competes in both indoor and outdoor free flight events and on this occasion proved to be the winner.



Colin Parker releasing his model.



Sean O'Connor's reduced scale Wakefield model was underweight by 0.5gm and in-eligible to fly.



Mike Glaister's model about to take off.



Sean's model is a superb indoor flyer.



Paul Butler did not bring a competition model but his Bostonian "Observer" made a number of successful flights.



Arjuna Koralagama did not compete but had several small models that kept his son and daughter entertained as they flew around the hall.



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



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

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

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

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

- David Law (Multi Australian F4C team member)



Australian Precision  
Aerobatics

[www.f3a.com.au](http://www.f3a.com.au)

# “AEROPLANE MONTHLY”

Colin Parker has a complete set of this magazine dating back to 1973 and including an index of the contents. He wishes to dispose of these magazines, at no cost, to any interested party.



Contact Colin at  
[colglorparker@bigpond.com](mailto:colglorparker@bigpond.com)



# SAM 2001 International 1/2A Texaco Postal Challenge Sept 18 - Oct 23

## Fly in our 2016 International 1/2A Texaco Postal Challenge

The Old Timers, SAM 2001 of Italy, invite all SAM Chapters to compete for the Frank Ehling International 1/2A Postal Texaco Challenge for 2016. This model airplane event has been flown annually since 1985.

Teams can pick any day for flying during the thirty day window, Sept. 18<sup>th</sup> through Oct. 23<sup>th</sup>. Once you start flying do not change to another day. If a team member is unable to participate at the team site he may fly at his location on the same day and report results to you.

The results should be recorded as follows: Members name, Model, wing area, weight, and times of Flt 1, Flt 2, Flt 3 and total. Please list the results for all team members. The sum of the times of the three highest scoring fliers will be the team score (see note).

Team managers are asked to comment on the weather and flight conditions, the date and location flown. Please include your SAM Chapter number, address, telephone number and e-mail address. Send results to: Santoni Curzio - E-mail: cusanton@ti.n.it The results are due by Oct. 30<sup>th</sup>, 2016.

All SAM chapters are encouraged to join the fun and make it a very competitive event. We look forward to receiving your results and a photo of your team.

Note: SAM 2001 1/2A Texaco rules apply (15 min. max, best two of three flights).



**ENTRY FORM**

2016 International 1/2 A Texaco  
Postal Challenge

SAM 1/2A Texaco Rules Apply



SAM Chapter: SAM 55 New Zealand

Participants Name	Model	Wing Area (sq in)	Weight (oz)	Flight 1 (sec)	Flight 2 (sec)	Flight 3 (sec)	Total Time (sec)
1.							
2.							
3.							
4.							
5.							
6.							
7.							

Total time is sum of best two flights, 15 minute maximum.

**Grand total:**

Flying date: \_\_\_\_\_

Weather: \_\_\_\_\_

Reply to: Santoni Curzio - SAM 2001  
Via A. Zanetti, 1182/11  
00143 - ROMA  
ITALY  
Email: cusanton@ti.n.it

**TEAM MANAGER:**

Signature: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone: \_\_\_\_\_

Email: \_\_\_\_\_

### NEEDED RIGHT NOW .....

Fliers to make up the minimum three person team for this contest. Flights can be at different locations, but are made on the same day for the whole team. Some coordination will be required, but the long window will allow choosing a good day for everyone - even for those in Wellington and Christchurch (hint, hint). Advise the Editor if you are a starter - team limited to 64, so be quick.

## L'AQUILONE SAM 2001 International Tomboy Postal Rally

1st June 2016 to 31st May 2017

We wish to present this competition to all the lovers of this nice model with the aim of having fun in a postal contest, organized to provide fun flying together or at the same time - as are all postal contests. The Tomboy Rally wants to prove the performance of this model along with the ability of the builder and pilot, without the stress of usual contests and only wishing to fly the model having fun in a relaxed manner. After having carried out some tests we have decided to admit the use of i.e. engines and electric motors trying to reduce the gap between them.

#### MODEL

- 36" or 44" as per plan Aeromodeller and 48" as per Doddington plan or 36" scaled-up.
- Models may be fitted with floats as per plan (scaled-up for 48" version)
- No minimum weight
- Reinforcement or lightening of the structure of the basic outline is permitted
- Materials are those found on the plan
- Plastic covering is permitted.
- More than one person can use same model
- Same model can flight in L.G. or float version
- Lone fliers can self launch and time their flights

#### IC ENGINE 36" - 44" WINGSPAN

- Any engine with 1 cc maximum displacement
- Fuel tank 3 cc.
- R/C carburettor allowed

#### IC ENGINE 48" WINGSPAN

- Any engine with 2.5 cc. maximum displacement;
- Fuel tank 8 cc.
- R/C carburettor allowed.

#### ELECTRIC 36" - 44" WINGSPAN

- Any electric motor with direct drive
- 450 Mah 2 cell LiPo
- The motor may not be restarted during a flight
- If a folding prop is used, the blades must be held open with a rubber band
- Separate Rx battery pack allowed

#### ELECTRIC 48" WINGSPAN

- Any electric motor with direct drive
- 500 Mah 3 cell LiPo
- The motor may not be restarted during a flight
- If a folding prop is used the blades must be held open with a rubber band
- Separate Rx battery pack allowed

#### FLIGHTS and RESULTS

- Each competitor may fly as many flights as wished during the admitted period but only the best flight will be considered for the final result.
- Hand launch or ROG.
- The flight time start when the model is released from HL or takes off from ROG.
- The flight time ends when the model lands or hits a fixed obstacle. If the model flies out of sight the timekeeper times for 10 seconds after losing sight of the model. Timing will continue if model is seen again or stopped after 10" deducting this time from the total time of the flight.

#### AWARDS

A diploma for all competitors and prizes for the first three in each section. Special prize for best flight in float version.

#### RESULTS

Results, address, photos and technical specification about model must be forwarded to the Organization within the 15th June 2017 to Curzio Santoni (cusanton@ti.n.it) or to Gianfranco Lusso (gfl@orange.fr). Many pleasant flights and happy landings to ALL !!!!

#### SPECIAL VIC SMEED PRIZE

SAM 2001 have scheduled an extra Diploma that will be awarded to the best flight in Tomboy floatplane version (36", 44" or 48") taking off from water. The Editor will send to the winner a Diploma signed By SAM 2001 President and a bottle of special Italian Wine to drink to Vic Smeed!

#### SPECIAL PRIZE DAVID BECKER

The 2012 was the 5<sup>th</sup> edition of SAM 2001 Tomboy Rally and we have scheduled a special prize for the three best flights obtained with 36" Tomboy F/F. Only engines diesel max 0.75 c.c. shall be used. The other rules are the same for 36" or 44" wingspan type. It is possible to use an R/C Tomboy, however, being a free-flight contest, the time must be stopped as soon as the transmitter is used, since the aircraft model should fly freely from any control from the ground.

#### What could be easier ?

Fly any time in the next eight months and submit your best flight. You can even do your own timing if you can't get a time-keeper. Flights could be made at the Nationals, or at the Vintage Champs. No excuses for this one!

## Ringmaster Fly-A-Thon 2016



The Brotherhood of the Ring is sponsoring its 9th Annual Fly-A-Thon event:  
October 1st & 2nd, 2016

*Matt Kanis's beloved Ringmaster control line model has been built and flown by more modelers than any other control line model airplane!*

This is not a contest! No registration is required. There are no entry fees or prizes! This Fly-A-Thon is to honor the most popular C/L model ever!! Be part of something big and help make history by having more worldwide Ringmaster flights in a single weekend than last year's record of 3487 flights!

A record 684 different pilots participated!!

This event is open to all participants worldwide!

On October 1st & 2nd, we challenge you to fly any one or more of the many varieties of Ringmasters, old or new, and report your flights to: [2016flyathon@ringmasterflyathon.com](mailto:2016flyathon@ringmasterflyathon.com)

**Deadline for reporting is 12:00 noon Eastern time (USA) Tuesday October 4th**

**Location: Wherever you are!**

Any Ringmaster from 1/2A to Giant and all variants in between can be flown.

Please report, how many total Ringmaster flights were made, how many different pilots flew, how many different Ringmasters flew and the location of these flights. Please feel free to include lots of details of your event as we plan to chronicle the Fly-A-Thon for future publication!!! If you get a new pilot to solo on a Ringmaster, that first flight will count as 2 flights!

**\*\*This year a minimum of 5 laps is required to count as an official flight!\*\***

**Let's keep the spirit of C/L alive!**

Ok everyone! Just dig that old dusty Ringmaster from your attic and go fly it!

The results will be compiled and published by the Brotherhood of the Ring.

All questions should be directed to the primary contact: [2016flyathon@ringmasterflyathon.com](mailto:2016flyathon@ringmasterflyathon.com)



MODEL AIRCRAFT CLUB OF SUNBURY INC.

[www.macsunbury.com.au](http://www.macsunbury.com.au)  
Registered No. 40000014

## Annual Auction

October 8<sup>th</sup> 2016

We plan to do it all again in October.  
Come along and make it our biggest auction yet!  
Who knows, there might be something worth buying!  
Time for a change -- sell the old, buy another pre-loved treasure.  
Everything must go.

The auction is scheduled to start around 12:00 pm, but we will be registering goods for sale from 10:00 am.

**DOOR PRIZES -- RAFFLE**  
**\$2 entry fee**

Hot dogs and refreshments will be available from 10:00 am also.

St. Andrews Uniting Church Hall  
Barkly Street, Sunbury (Melway 382 E4)

Enquiries: John Sutherland 03 9338 4563  
Or Bruce Palamountain 03 5428 7492

## TWIN CITIES MODEL AERO CLUB

# 32nd Seaplane Weekend

22nd-23rd October



- ★ Saturday Night Dinner
- ★ Perpetual trophy
- ★ Full catering at the Lake
- ★ Complementary breakfast for entrants on Sunday morning
- ★ Lunch time Polans Pylon racing spectacular
- ★ Contact David Balfour on (020) 60433169 or 0407953903

Table Top Reserve Old Sydney Rd  
Ettamogah GPS s 35 58 506 e 147 02 754

## GRAMPIANS MODEL FLYING CLUB ARARAT

IS PROUD TO PRESENT OUR  
1<sup>ST</sup> ANNUAL BUSH BASH FUNFLY  
22<sup>ND</sup> - 23<sup>RD</sup> OCTOBER 2016



- ★ CAMPING AVAILABLE
- ★ TOILET AT CAMPSITE
- ★ SLOPE SOARING SITE ALSO AVAILABLE
- ★ NO ENTRY FEE
- ★ OUR FIELDS ARE LOCATED AT RHYMNEY JUST 15 MINUTES EAST OF ARARAT ON THE LAMONT ROAD
- ★ COME AND FLY JUST FOR FUN
- ★ LUNCHES AVAILABLE BOTH DAYS
- ★ ALL WELCOME
- ★ FOR MORE INFORMATION CONTACT DAVID LOVELL  
0417 514438 OR [glider35@bigpond.com](mailto:glider35@bigpond.com)

## WINGS OVER WEST WYALONG

Last Weekend in OCTOBER



A fun flying weekend for all, Saturday 29th / Sunday 30th October 2016

Come and fly Friday afternoon if you want!

Camp on the field in our camping ground and make use of the camp kitchen, showers and toilets. Cost \$20 per head per night. Electricity and water hook up for vans.

Fly anything at all, Pulse Jets; to Cox 010s (noise no problem) FF, CL, or RC, BIG and SMALL, bring them ALL to our 700 Acre multi purpose field.

Plenty of room for everyone!

\$20 registration fee\* paid before flying and you MUST have a current MAAA card. \*Includes ticket in the raffle for a new to box DC Merlin, drawn at dinner

#### Organized events

4:00pm Saturday Ebenezer mass launch  
Lamb Spit roast Saturday evening \$20  
8:00pm Sunday 1/2 Hour Campbell Scramble (must walk, no running)  
Sausage sandwich, tea, coffee & drinks will be available.

## WINGS OVER WEST WYALONG

Saturday 29th / Sunday 30th October 2016

Last weekend in October

League of Silent Flight Achievement weekend  
Sanctioned by LSF Australia.  
Just come and fly your glider / electric glider  
Have fun with other glider folks.

Discover cross country flight on the 700 acre  
Adrian Bryant field

RC gliders will have a separate mowed area away from the power RC flying.  
Any glider or Electric glider is suitable.

If your electric glider has a timed/altitude controller you can start your low key journey in the LSF eSAP. (Electric Soaring Accomplish Programme) or LSF SAP. Any glider that fits the FAI Specs is eligible. Basic specs 5Kg approx 2000 sq inches.

Bring your bungee and or winch, winch lines limited to 200m.

Refer to the Australian LSF WEB site and for more information.  
More information and history of the LSF movement visit the US LSF WEB site.

<http://www.lsfaustralia.org.au/>  
[http://www.silentflight.org/index.php?of\\_programs/ef\\_saps](http://www.silentflight.org/index.php?of_programs/ef_saps)

For glider gliders new to the LSF process contact the Australian LSF Secretary or Model Flight (mike@modelflight.com.au)

John Quigley will coordinate this rally with the NSW FF Society and LSF Australia. I will have all the necessary paper work to start this gliding journey and can sign off on any achievements. It is a self paced process.

The field is large enough for the 1K Goal and return and stay off public roads. The weather this time of the year is improving and there should be good thermal conditions.

Field location and Contacts. 33 4921 45 147 1815 14E. Elev 240M  
Roy Summersley email royh123@optusnet.com.au  
John Quigley email flyingjms@techbo.com.au

## WINGS OVER WEST WYALONG



Saturday 29th / Sunday 30th October 2016

Last Weekend in OCTOBER

A fun flying weekend for all

Come and fly Friday afternoon if you want!

#### Fly anything at all,

Pulse Jets; to Cox 010s (noise no problem)  
FF, CL, or RC, BIG and SMALL, bring them ALL to our 700 Acre multi-purpose field.  
Plenty of room for everyone!

#### Facilities

Camp on the field in our camping ground and make use of the camp kitchen, showers and toilets. Electricity and water hook up for vans.  
Sausage sandwich, tea, coffee & drinks will be available.

#### Cost

Camping - \$10 per head per night.

Flying - \$20 registration fee\* paid before you fly and you MUST have and produce a current MAAA card.

\*Registration fee includes a ticket in the raffle for a new to box DC Merlin, drawn at Saturday night dinner.

#### Organized events

Saturday 4:00pm  
Ebenezer mass launch

#### Saturday evening

Lamb Spit roast & vegies around the campfire Saturday evening \$20

#### Sunday 8:00am

1/2 Hour Campbell Scramble (must walk, no running)

# LUSKINTYRE RC SCALE FESTIVAL 2016



OCTOBER 28-30 LUSKINTYRE AIRFIELD  
SCALE FIXED WING, SCALE AERO TOW, SCALE FLUMPLANES  
3 SEPARATE FLIGHTLINES, SWAP MEET

FOR MORE INFORMATION AND REGISTRATION VISIT  
[www.rcscalefest.com.au](http://www.rcscalefest.com.au)





PRESENTS

# "MossKosh" Annual Fun Fly

29-30 October, 2016



9AM START

ONSITE CAMPING

SPECTATORS WELCOME

MAAA PILOTS ONLY

RAFFLE WITH GREAT PRIZES

LUNCH AVAILABLE BOTH DAYS

FIELD LOCATION

240 WARRAK RD, ARARAT, VICTORIA



[www.facebook.com/pagas/Ararat-and-District-Aeromodellers-Club](http://www.facebook.com/pagas/Ararat-and-District-Aeromodellers-Club)



The Ararat & Districts Aeromodellers Club has great pleasure in inviting all MAAA pilots to the "MossKosh" Annual Fun Fly.

Named after our beloved past president, Moss Heard, this annual event lives up to the ethos that Moss promoted at the Ararat club which is to simply have fun flying model planes.

Our field is one of the best in the state with ample space for all and great viewing of the flying.

We look forward to seeing you at this fun event.

## Event details

### When

29 - 30 October, 2016

### Where

Ararat & District Aeromodellers Club  
240 Warrak Rd  
Ararat  
Victoria, 32177

### Time

Flying from 9am - 3pm both days.

Note: The field will be open for those taking a Melbourne Cup long weekend until Tuesday.

### Pilot registration

All pilots wishing to attend this event and fly must register at the event.

### Pilot requirements

All pilots must be MAAA members in order to meet the requirements of the host club.

### Flying rules

MAAA guidelines are being adopted for this event. Emphasis will be placed on all planes being flown at a minimum of 9 meters away from the pilot in command.

### What planes to bring

Bring any plane you like but if you do bring a model that weighs more than 7kg please ensure you have a current heavy model certificate.

### Charging batteries

If you need to charge flight batteries then it is best to sort yourself out with either a car battery or generator. Power at the field is very limited.

### Accommodation

Camping at the field will be available. Toilets are available on-site and showers are nearby.

### Lunch

A BBQ lunch will be available on both days.

### Enquiries

For more information email [araratadac@gmail.com](mailto:araratadac@gmail.com) or phone Rick on 0412 281 750 or Barry on 0500 6242 (or find us on facebook).

## HOW TO FIND TO THE FIELD



# INVITATIONAL SCALE CLASSIC

NSW STATE FLYING FIELD  
COOTAMUNDRA

23rd - 27th November



- Masters
- Expert
- Team
- Pro-Expert
- Flying Only

Camping at the field - Toilets / Hot Showers

Saturday Gala Prize Night & Presentation

Contact - Cheryl Rolfe

[cheza1954@iprimus.com.au](mailto:cheza1954@iprimus.com.au)

# DOWNUNDER 2016



## P&DARCS

Pakenham and District Aircraft Radio Control Society



## Scratch / Kit Built Scale Rally & Diorama Competition. November 5 & 6 2016



Mario Sceni getting his big Tiger Moth ready for the big weekend.

### Latest News:

The event has secured quite a few sponsors who have supplied excellent prizes that will be awarded by lucky draw. See the web site for a list of sponsors. Excellent Trophies to be awarded for pilots choice.

All VMAA Affiliated entrants will be given a voucher which will entitle them to join the VMAA DVD Library free. This is a saving of \$10-00.

P&DARCS have extended their Eastern North/South runway to about 150M long to compliment the 180M East/West one.

On line entry is now available on [www.pdarcs.com.au/scale/rally](http://www.pdarcs.com.au/scale/rally)

- Flying open to kit and scratch built models only - no ARFs.
- Large models will have solo flying spots if requested.
- Prizes for; Pilots Choice, President's Encouragement Award and Diorama, and lucky draw prizes throughout Rally.
- Bring along your model or come and/or admire some great aircraft.
- No documentation required - just fly and have fun.
- All sizes of scale aircraft and projects welcome.
- See web site, [www.pdarcs.com.au/scale/rally](http://www.pdarcs.com.au/scale/rally), for more information and entry forms.

**\$5 per car entry fee for pilots and spectators**

# WESTERN PORT FESTIVAL 2017

The 48th annual Western Port Festival is to be held in Hastings on the Foreshore over the weekend of 24th, 25th and 26th of February 2017. It is about bringing the Western Port community together for what is said to be one of the largest events on the Mornington Peninsula and as part of this celebration of community spirit the Western Port Model Aircraft Club will be putting on its annual display to the public over two days, with the support of other local model aircraft clubs.

Friday night, the 24th, after dark night fly.....LED'S abound with the antics of the aircraft and the buzzing of electric motors, a spectacular and almost magical event, especially for the kids, big and small.

Saturday, the 25th, the main display. Static as well as flying being the order of the day. Helicopters, Jets, War Birds, Civil Aircraft & RC Tanks, just to make things different. A celebration of not just local community, but also the R/C modelling community.

For many the highlight is the mock battle sequence, with ooh's and ah's resonating in the air well after the smoke has dissipated. We promise something that has never before been seen on the peninsula. So come along... there is something for the whole family, not just big boys and their toys but other exciting events, amusements and activities.

**Mark it in your calendar - 24 & 25 February 2017, Melways ref: 154.K9**

**model engines**  
THE LEADERS IN AWESOME R/C

Australian dealer for these quality products and more

NISSAN  
ZIROLI  
AND LASER CUT SHORT KITS

Electric Dynamics  
CJM

Jerry Bales and Wendell Hostetter Plans and short kits  
Laser cutting service available for all plans, enquiries: sales@scmodels.com.au

[www.SCModels.com.au](http://www.SCModels.com.au)