

AUSTRALIAN MODEL NEWS



FREE FLIGHT
WORLD CHAMPIONSHIPS
MONGOLIA - July 2015

October 2015

From the Editor

We finally seem to be throwing off the shackles of our coldest winter in many years and recent weekends have seen a number of events held in fine and calm weather.

On the down side we appear to be struggling with lack of numbers at many of the competitive events. Also obvious is that at most competitions the contestants are an aging group with little evidence of participation by younger modellers.

One reason for the lack of younger competitors may be that, with the advancement of technology in our hobby, it has become very expensive for flyers to equip themselves with the advanced models and accessories deemed necessary to be competitive.

Maybe we need to backtrack a little and create events in which a modeller can be competitive without the need to spend large amounts of money on expensive imported models and supporting equipment. "Scanner" racing is one such event already in place and it should not be too hard to introduce events in other aeromodelling disciplines.

John Lamont.

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

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On the Cover.

Terry McCleary's magnificent 1/3 scale WACO YMF-5 was my selection for Best Model at Shepparton

Contents

3. **TEDIUM E7 TEST FLIGHT.**
4. **PETER CUTLER MEMORIAL TROPHY at TINGALPA MAC**
8. **MORE FROM THE RICHMOND SCALE RALLY**
10. **HAYDN TRUDGEON'S FOKKER D.VII**
11. **VICTORIAN SCALE CHAMPIONSHIPS 2015**
12. **WORLD FREE FLIGHT CHAMPIONSHIPS 2015**
16. **SCALE RACING at BENDIGO**
20. **NEW SOUTH WALES SCALE CHAMPIONSHIPS 2015**
22. **YAKOVLEV'S YAK - 18T**
23. **MAMMOTH FLY- IN SHEPPARTON 2015**
30. **STUNTMASTERS AND HEARN'S HOBBIES TROPHIES**
32. **SAM 600 at COHUNA**

COMING EVENTS

- RINGMASTER FLY-A-THON**
- TIN CAN BAY SCALE MODEL MUSTER**
- SAM 1788 AT WEST WYALONG**
- SUNBURY MAC ANNUAL AUCTION**
- VMAA TROPHY**
- CANBERRA F1 AIR RACE**
- TCMAC SEAPLANE WEEKEND**
- WERRIBEE FUN FLY**
- NAAS MAMMOTH FLY-IN**
- F1D WORLD CHAMPS TEAM TRIAL**
- VARMS & SAM600 OLD TIMER FUN DAY**
- P&DARCS CLASSIC & VINTAGE WEEKEND**

TEDIUM E7



Anthony finished his new electric duration model in early August and we waited for suitable weather for the first test flight. After a couple of aborted tries he finally picked a Saturday in mid-August that promised still conditions and a small group assembled at Greensborough MAC to see if the new aircraft with its large lightweight structure would perform as we hoped.

With a wingspan of 5.2m and an airframe weight of only 1.8kg it's a fairly delicate aircraft and with the batteries bringing the all up weight to just a few grammes under the maximum allowable figure of 5kg the strength of the lightweight wing structure becomes critical.

This first flight indicated that either the CG or the incidence angles needed re-assessment and after a short flight the model was brought to a successful landing. It looks promising and tests will continue with a view to making a record attempt late in this year.



Tedium E7 in flight and showing the delicate structure of the high aspect ratio wing.



The undercarriage drops away as the model lifts off at Greensborough on its first flight.



A smooth landing approach on completion of the first flight.

Cpl Peter Cutler Memorial Trophy at Tingalpa MAC

On the 11th March 1987, Peter John Cutler, a club member from 1983-86, was a corporal in No 1 Signal Regiment stationed at Enoggera Army Base, Brisbane. Peter was killed during an Army exercise when the Land Rover he was transmitting from rolled over on a sharp bend and finished upside down in a ditch. He was 29.

Peter was a keen aero-modeller with a great love of scale aircraft and is well remembered both in the Wagga Model Club (his club before his Brisbane posting) and our Tingalpa MAC. To perpetuate his memory his parents Athol and Marie, his wife Brenda and his children Rebecca and Matthew donated trophies to WMC & TMAC to be awarded annually.

The TMAC "Cpl Peter Cutler Memorial Trophy" was first awarded during our 1987 Annual Scale Festival and has been awarded each year since.

As the Peter Cutler Trophy was established to encourage aeromodellers in the building of scale model aircraft and to reward excellence in that field, the aim of the competition is to recreate the accurate appearance and realism of the full-size aircraft to the best of the builder's ability. Simple documentation is required to be presented with the model [one 3-view and one photo showing scheme represented].

Because the accent is on static scale the owner/builder rule is not applied although the model must be seen to fly on the day of competition for a period of not less than thirty seconds. [dependent upon weather conditions and at the discretion of the chief judge].

The competition is open only to TMAC members.

This article was initiated by Adrian Hellwig of Tingalpa MAC asking for information on the SE5a pictured in the last issue of AMN at the Bairnsdale club's Mid-May Muster. Adrian then followed up with details of their Peter Cutler Memorial Trophy and photographs of the winning models from its inception in 1987 to the present day.

It struck me as a fine record of a major club event and a demonstration of the excellent scale models being built and flown in Queensland. We in the southern states don't hear a lot about modelling in the north and I hope that this presentation will provide an appreciation of scale building and flying in our top end.



1987 - Peter Hutton - Supermarine Spitfire.



1988 and 1991 - Ron Cavanagh - Vought Corsair.



1989 - David Gibbs - de Havilland Tiger Moth.



1990 - David Gibbs - Pilatus Porter.



1992 - Ron Cavanagh - Supermarine Spitfire.



1993 and 1996 - Adrian Hellwig - Sopwith 11/2 Strutter.



1994 - Noel Wilson - Jabiru.



1995 - Noel Wilson - Gloster Gauntlet.



1997 - Kevin Dodd - General Dynamics F111C.



1998 - Chris Patterson - McDonnell Douglas FA-18.



1999 - Doug McIlwraith - Monocoupe.



2000 - Chris Howarth - North American AT-6.



2001 - Doug McIlwraith - Monocoupe.



2002 - Lionel Weeks - Supermarine Spitfire.



2003- Doug McIlwraith - Steen Skybolt.



2004 - Doug McIlwraith - Stearman PT-17.



2005- Brian Fooks - CAC Boomerang.



2006 - Eddie Lumsdane - Pietenpol Aircamper.



2007- Lionel Weeks - Stearman PT-17.



2008 - Richard Symes - North American P-51 Mustang.



2009 - Adrian Hellwig - BE2c.



2010 - Keith Hayman - T6 Airtourer.



2011 - Lionel Weeks - de Havilland Tiger Moth.



2012 - Lionel Weeks - Westland Widgeon.



2013 - Adrian Hellwig - Fokker E.III.



2014 - Lionel Weeks - Fokker F.VIIb "Southern Cross".



2015 - Ken Baird - CAC Wackett trainer.

More from the Richmond Free Flight Scale Rally



Free flight scale would have to be the most challenging of our aeromodelling pursuits. The skill needed to build a small replica of a full scale aircraft is the first requirement, followed by the strength of purpose to cast your masterpiece into the air with only minimal adjustments, made by trial and error, determining its flight path.

It's a relatively small band of people who are attracted to this pursuit and I always admire their skill in building the models and the persistence they show in trimming and flying them in the face of the ever present risk of disaster. Each flight is at the mercy of the elements and most landings are little better than an abrupt contact with the ground.

Experienced free flight scale builders approach these problems by accepting that damage to the model is inevitable and they construct their models to be as flexible as possible. Easily damaged parts such as wings and undercarriages are held in place with rubber bands, or by other ingenious means, to allow movement and minimise damage when encountering solid objects and to allow quick and easy reassembly and alignment.

It's a challenging game, usually pursued in the early hours of the morning, when the wind is either non-existent or at its lightest, and regardless of the minimal temperatures of the winter months. They're a keen and hardy bunch!



Roy Summersby launches his Sopwith Swallow into the clearing mist.



Off we go, into the grey gloom yonder! Phil Mitchell launches his DH82 Tiger Moth.



Tahn Stowe launching his Hawker Hurricane, this large model is powered by a vintage ED 3.49cc diesel engine.



Phil Mitchell prepares to launch his Mills 1.3 diesel powered Sopwith 11/2 Strutter. A lot of down thrust but the Mills wasn't quite up to the job.



Don Spray of NZ launches his diesel powered version of the Zlin 37T crop duster.



George Fay of NZ about to launch his diesel powered version of the Bell P-39 Airacobra.



George Fay's twin rubber powered Russian PE-2 in flight.



Gary Sunderland's Sopwith Triplane, Taube and BE.12.



Gary Sunderland's diesel powered Sopwith Triplane in flight.



Mike Mulholland of NZ launches his rubber powered DH.82 Tiger Moth.



Mike Mulholland's Reg Jude Trophy winning Tiger Moth in flight.

Haydn Trudgeon's Fokker D.VII



Germany produced around 3,300 Fokker D.VII aircraft in the second half of 1918. In service from May 1918, the D.VII quickly proved itself to be a formidable aircraft to the extent that the Armistice ending the war specifically required Germany to surrender all D.VIIs to the Allies. The United States Army and Navy sent 142 captured examples to the USA for evaluation and other surviving aircraft saw continued widespread service with many other countries in the years after WWI.

As a model, the Fokker D.VII has been built in many sizes, all proving to be excellent performers in keeping with the original full size aircraft.

Weighing 10.6kg, Haydn's model is 1/4 scale with a wing span of 2.2m and was built from plans published in *Model Airplane News*. Fuselage longerons and wing spars are NZ pine cut from a piece of 2"x 1" purchased at Bunnings. Covering is SIG Koverall using a talcum powder/dope mixture to fill the weave of the material.

Originally powered by a Ryobi 21cc converted two stroke industrial engine for the initial test flights, Haydn was not happy with the sound of the two stroke and the Ryobi has been replaced with a NGH 38cc four stroke petrol engine.

The colour scheme of the model is that of an unknown pilot of Jasta 18.



Still to have the paintwork completed and the strut fairings added, the Fokker lifts off on its maiden flight at Greensborough.

Victorian Scale Championships 2015



David Law's F4C winning Pitts S2.



Roger Carrigg's ARF Waco won in Flying Only.

F4C

COMPETITOR	MODEL	RND 1	RND 2	RND 3	RND 4	STATIC	TOTAL
D.LAW	PITTS	2504.3	2500.5	2735.3	2620.3	2880.3	5558.1
N. FINDLAY	FOX MOTH	2194.5	2427.8	2602.5	2664.8	2385	5018.6
G.SUNDERLAND	PFALZ	2145	1480.5	0	0	2283	4095.8
R. DICKSON	ZERO	1605	1773.8	0	0	2122.5	3811.9
N. WHITEHEAD	CT-4	1980.8	0	0	0	2672.5	3662.9

FLYING ONLY

COMPETITOR	MODEL	RND 1	RND 2	RND 3	RND 4	RND 5	TOTAL
R.CARRIGG	WACO	1917	2133	1941.8	2203.5	2366.3	2284.9
R. GAUMANN	MUSTANG	1080.8	2043	1993.5	1977.8	2291.3	2167.1
R. SARGENT	SUPER CHIPMUNK	1765.5	1871.3	2064	1945.5	2246.3	2155.1
T. GRIEGER	GEE BEE	2007	2012.3	1362.2	1676.3	2154.3	2083.5
J. FINOCCHIARO	CLIPPED CUB	1902.8	2027.3	2018.3	1772.3	1917	2022.8
D. WHITE	SPACEWALKER	1780.5	1971	1689.8	1956.8	1856.3	1963.9
T. DE HAAN	PIPER L-4	1683	1417.5	1908	1580.3	1799.3	1853.6
G. LEPP	SUPER CUB	2121.8	1432.5	0	0	0	1777.1
K. OSBORNE	PORTER&ROBBINS	1047	1382.3	1708.5	1501.5	1781.3	1744.9
G. SUNDERLAND	NAKAJIMA	1314	1363.5	1699.5	0	0	1531.5
R. DICKSON	MUSTANG	1094.3	0	1208.3	1579.5	0	1393.9

FREE FLIGHT WORLD CHAMPIONSHIPS MONGOLIA - July 2015

(report and photos by Malcolm Campbell)

Eleven Australian competitors and five helpers flew to Mongolia in July for the free flight world championships and three supporting events. Mongolia is a very large country situated between Russia and China, so it is very remote and a long way from our shores. The capital is Ulaanbaatar, situated in northern Mongolia, where most of the country's 2.5 million people live. Our flying field was just 50 km from this, which seemed ideal, until we saw the roads. The highways are improving but the potholes were enormous, probably because of extremely harsh winters. The dirt roads in to the flying field offered many access options, thanks to the many route changes that have to be made when it rains. Thankfully a "forward scout party" attended the Asian Oceanic Championships just 12 months before, so we had advanced warning on what to expect.

As for the driving experience, it is not recommended as the signage where present is not readable and the roads require skills not found in Aussie drivers. Mongolians don't use indicators, drive on both sides of the road (to avoid the numerous potholes) and always seem to harmoniously blend in before any "head-ons" occur. Horns are used enthusiastically when overtaking and at all inner city traffic jams, and very few cars show signs of collision damage. I have never seen so many Toyota Prius vehicles; Mongolia being an obvious drop spot for second hand Japanese cars.



Mongolians drive on both sides of the road

The trip was a wonderful experience. The Mongolians were warm and friendly and the preparation for the championships exceptional. It was amazing to think such a small country could muster the manpower, train people who knew nothing about aeromodelling and then put on such a first class effort. CIAM chairman Ian Kaynes was in close contact with authorities and I'm sure his contribution was very much appreciated.

Television coverage was extraordinary, with Mongolian TV supplying 5 cameras, one mounted on a truck. At least ten TV press crew were present on all days of the competition. Their coverage is now on their national TV network with a full one hour dedicated to each of the three classes – probably a world first.

So we arrived in Ulaanbaatar about midnight on 18 July and were off to our camps the next day. 32 countries attended the events and we were spread out across various camps 30 – 40 minutes from the field. The Australian team were split into two camps, the majority staying in an excellent camp with a great menu of western food and modern gers with heated bathroom floors!



Facilities in the Mandal camp were excellent

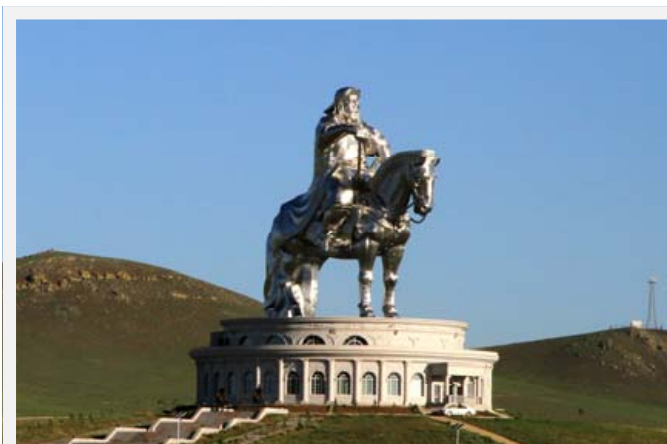
Two of the F1A team including myself and an F1B team member stayed closer to the flying field in basic but comfortable huts with a practice field just outside our rooms. This was the main attraction, and we got used to the more authentic Mongolian food. The fact that it was an active gyrocopter field was a bonus – we all tried that! The organisers had set up a field camp less than 2 km from the flight line and that appealed to many countries. It had a restaurant, coffee shop and beer tent – most civilised. Well, let's not mention the toilets.

I forgot to mention – many of us became instant millionaires when we exchanged US dollars for the national currency (tugriks, or tuggers as we called them). You get nearly 2,000 tugriks for one US dollar, so bulging wallets are the norm and their cash registers are a sight to be seen, as they simply cannot close the cash drawer!



We used this amount of tugriks to pay for a modest lunch for eight

The landmark near our camp was one of Mongolia's major tourist attractions, the giant Chinggis Khan monument, a 40 m high structure where a mighty Chinggis is astride a huge horse, with an observation tower in the horse's head! The structure is clad in 250 tonnes of gleaming stainless steel and was built in 9 months. It can be seen from over 10 km away, with Chinggis looking out across the plains and was built there after historically important relics were found in the area. This is where the Opening Ceremony and the closing Awards Ceremony were held. We heard an exceptional flautist who was also a throat singer, something for which Mongolia is famous. Acrobats also featured in the ceremonies. The recruited timers showed more talent by putting on two flash mob dance sequences in the Closing Ceremony.



The Chinggis Khan statue could be seen for over 10 km.



The Australian team at the Opening Ceremony.

A strange phenomenon on the flying field was the arrival of flying ants at 10 am most mornings. They swarmed and were quite annoying, but were gone in an hour or so. I guess Australia has our flies, and I'm not sure if the flying ants were indicative of thermals.

Flying conditions varied each day. Weather changed quickly and when rain came through it didn't hang around. We soon learnt you could get sunburnt in Mongolia! Some days were quite cool and thermal picking could be difficult. There were rounds with virtually no breeze and some with 6 - 7 m/sec and then there were events that were shortened when speeds of 9 - 11 m/sec were crested. We had long retrieves on those days.

A flare, fired from a handgun, arced high across the sky to signal the start and end of each round. This was a novel and effective way to communicate with competitors. Fired from the control tent a kilometre away, it was easily seen and universally understood. However, it gained little support when fired off 5 metres behind the Australian starting pole during the first fly-off in the F1B World Champs!

As for the first fly-off for the F1C World Champs, it concluded at 7 pm and soon after a monster storm hit. While hail and water damage occurred in the capitol of Ulaanbaatar, we only got the wind and it wasn't enjoyable. Some people were blown off their feet and the control tents were badly damaged. Worse still, the beer tent back at the flying field camp was totally destroyed. They began trading again the next day from a table top! The gers on the other hand stood up very well as, being round with no overhangs like very short fat candles, they were virtually indestructible.

There were two lead-up competitions to the World Championships. These were the Tuvshin's Memorial Cup and the Mongolia Cup. F1A, B and C classes were flown. The World Champs were followed by a novel event called MixMan where all three classes combined and a cash prize pool of 3,000 euros was offered. Some elected not to fly in this for fear of unsportsmanlike behaviour once money was involved. This proved unfounded and the event was like any other until the winds blew it out at the end of Round 3. To fly F1A, B and C all in the one event was unique.

Competitions commenced on 22 July and finished on 1 August. So, many of us flew 3 competitions and three of us all 4. On the days we were not competing, we were helping fellow team mates in their events and, when no comps were on, we'd usually be out practising. With fly-offs starting at 6.30 am we were up at 4.45 am and would be on the field by 6.15 am, fly all rounds and then be there for the fly-offs

at 7 or 8 pm. By the time these were over and we got back to camp for dinner we would never be in bed before 10 pm. While we got used to it, by the second week it seemed relentless. But we wouldn't be doing it if we didn't like it!

The Australian team did very well. 76 flyers competed in the F1A event, 75 in F1B and 45 in F1C. I believe we achieved very good results when viewed at the team level. Standout performance was NSW flyer Roy Summersby who won the F1C world championship in France in 2013. He went on to prove his skill by getting second place at Mongolia this year. He was just 33 seconds behind the winner in the ten minute second fly-off. Roy was a media sensation, surrounded by cameras and reporters at each launch. I think he liked the attention. Fellow NSW flyer Terry Bond placed 8th and could have done even better had he not dropped 5 seconds short in the first F1C fly-off.



Roy Summersby was popular with the media.



Roy Summersby, 2013 F1C World Champion, proved his skill by getting second place at Mongolia this year. He was the highest placed Australian.

Long term F1A flyer Phil Mitchell from NSW placed 10th and I managed 28th, something I am very pleased about. I had target objectives and exceeded all of them.

Our team manager Albert Fathers burdened by management duties experienced equipment problems that cruelled his chances. Albert has been team manager three times for Australia and treats this role very seriously and performed accordingly.

Victorians Craig Hemsworth and Vin Morgan flew strongly in all F1B competitions placing 21st and 47th respectively. West Aussie Paul Rossiter was also maxing all rounds until disaster in an unpredictable form struck. Paul's model was pulled off the retrieval bike at the end

of R5 for random processing. The motor weighed in at 30.42 gm = immediate disqualification (30 gm limit). Paul was shattered, although he has an assumption for the overweight motor. As the motor was shredded, all pieces were tipped out and weighed. Perhaps one piece from a previous broken motor may have been in the motor tube when the R5 motor was loaded? Was this the rogue piece that made him overweight?



Craig Hemsworth was very successful in F1B.

At the end of the day, the host country was elated when Mongolian Bojan Gostojic was declared the F1B World Champion, the only one to make 7 minutes in the second fly-off! NSW flyer Gary Goodwin came with us to fly in the supporting events for F1B but was let down by electronic failure. He went on to become a great help to all every day.

A real surprise for the competitors was mini Nadaam Festival put on by the organisers at the flying field. Some might know that the Nadaam Festival is the premier tourist event held in July in Mongolia's summer, and it was so good that we got to see an extract of what goes on. Nadaam encompasses horse racing, wrestling and archery but it's not the horse racing we know. It's for male and female children aged between 5 and 13 racing small light horses across open fields without saddles. We saw a rendition of the finish with about 20 horses involved.



A real surprise for the competitors was mini Nadaam Festival.

The all-male wrestling was a spirited affair with two bouts conducted jointly with eliminations until the final winner was found. Archery is over a 75 metre distance and it was here it deviated from the Nadaam principals. Flyers were invited to compete, and it was our very own Roy Summersby who won. Well he had to, he was the only one who hit the target!



There was horse racing, wrestling, talented musicians and great food.

The festival also included singing, dancing, playing the morin khuur and throat singing.

Mongolia was a great experience and should be acknowledged for what was achieved. The field was excellent and the organisation of each event outstanding.

One aspect that stood out every day was timing. The timers were spot on, always cheerful and were so easy to work with. Some will no doubt become modellers, and Mongolia will soon develop a strong base of world-class flyers, I am certain of that!

2015 World Championships Mongolia July 2015

F1A RESULTS

	76 FLEVY	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Total	FO1	FO2
1 Eyal Galor	ISR	210	180	180	180	180	180	180	1290	300	473
2 Enes Pecenkovic	BHR	210	180	180	180	180	180	180	1290	300	409
3 Sallard Sijarto	ROU	210	180	180	180	180	180	180	1290	300	407
10 Phil Mitchell	AUS	210	180	180	180	180	180	180	1290	300	315
28 Malcolm Campbell	AUS	210	180	180	180	180	180	180	1290	287	
74 Albert Fathers	AUS	210	21	180	85	180	88	180	944		

F1B RESULTS

	75 FLEVY	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Total	FO1	FO2
1 Gongor Mijiddorj	MGL	240	180	180	180	180	180	180	1320	300	420
2 Stepan Stefanchuk	UKR	240	180	180	180	180	180	180	1320	300	380
3 Oleg Kulakovskyy	UKR	240	180	180	180	180	180	180	1320	300	376
21 Craig Hemsworth	AUS	240	180	180	180	180	180	180	1320	223	
47 Vin Morgan	AUS	240	180	180	180	180	143	180	1283		

F1C RESULTS

	45 FLEVY	Round 1	Round 2	Round 3	Round 4	Round 5	Round 6	Round 7	Total	FO1	FO2
1 Alexandrov Viacheslav	UKR	240	180	180	180	180	180	180	1320	300	600
2 Roy Summersby	W/C	240	180	180	180	180	180	180	1320	300	567
3 Yuan Gao	CHN	240	180	180	180	180	180	180	1320	300	457
8 Terry Bond	AUS	240	180	180	180	180	180	180	1320	295	
41 Niel Pollock	AUS	192	180	29	145	180	180	180	1096		
42 Gary Pope	AUS	84	180	132	180	180	180	180	138	1074	

F1A Tuvshin's Memorial Cup

	84 FLEVY	Round 1	Round 2	Round 3	Round 4	Round 5	Total	FO1
1 Emmanuel Ragot	FRA	210	180	180	180	180	930	300
2 Jama Danier	CAN	210	180	180	180	180	930	275
3 Tumur Sanjaa	MGL	210	180	180	180	180	930	238
6 Malcolm Campbell	AUS	210	180	180	180	180	930	186
14 Phil Mitchell	AUS	210	180	180	180	180	930	21

F1B Tuvshin's Memorial Cup

	28 FLEVY	Round 1	Round 2	Round 3	Round 4	Round 5	Total	FO1
1 Gongor Mijiddorj	MGL	240	180	180	180	180	960	417
2 Sukhbat Batsuuri	MGL	240	180	180	180	180	960	404
3 William Booth	USA	240	180	180	180	180	960	398
6 Vin Morgan	AUS	240	180	180	180	180	960	365
10 Craig Hemsworth	AUS	240	180	180	180	180	960	300
18 Paul Rossiter	AUS	212	180	180	178	180	930	

F1C Tuvshin's Memorial Cup

	22 FLEVY	Round 1	Round 2	Round 3	Round 4	Round 5	Total	FO1
1 Artem Babenko	UKR	240	180	180	180	180	960	600
2 Artur Kaitshuk	RUS	240	180	180	180	180	960	509
3 Yury Perchuk	RUS	240	180	180	180	180	960	476

F1A Mongolia Cup

	67 FLEVY	Round 1	Round 2	Round 3	Round 4	Round 5	Total	FO1	FO2
1 Jama Danier	CAN	210	180	180	Not flown	Not flown	570	300	420
2 Avner Studnik	ISR	210	180	180	Not flown	Not flown	570	300	409
3 Jim Parker	USA	210	180	180	Not flown	Not flown	570	300	342
32 Malcolm Campbell	AUS	210	180	137	Not flown	Not flown	527		
50 Phil Mitchell	AUS	142	59	180	Not flown	Not flown	381		

F1B Mongolia Cup

	48 FLEVY	Round 1	Round 2	Round 3	Round 4	Round 5	Total	FO1	FO2
1 Batzorig Davaa	MGL	240	180	180	180	180	960	420	401
2 Ondrej Pargel	CZE	240	180	180	180	180	960	420	358
3 Sukhbat Batsuuri	MGL	240	180	180	180	180	960	420	340
13 Craig Hemsworth	AUS	240	180	180	180	180	960	420	241
14 Paul Rossiter	AUS	240	180	180	180	180	960	420	238
35 Vin Morgan	AUS	240	180	180	166	180	946		

F1C Mongolia Cup

	24 FLEVY	Round 1	Round 2	Round 3	Round 4	Round 5	Total	FO1	FO2
1 Alexander Vyzov	RUS	240	180	180	180	180	960	420	379
2 Avraham Elyakim	ISR	240	180	180	180	180	960	420	275
3 Erdenebat Batzorigt	MGL	240	180	180	180	180	960	420	246

Mixman F1A, B, C and P

	48 FLEVY	Round 1	Round 2	Round 3	Round 4	Round 5	Total	FO1
1 William Booth	USA	240	180	180	Not flown	Not flown	600	274
2 Sallard Sijarto	ROU	240	180	180	Not flown	Not flown	600	267
3 Jim Parker	USA	240	180	180	Not flown	Not flown	600	265
16 Phil Mitchell	AUS	240	180	180	Not flown	Not flown	600	
16 Malcolm Campbell	AUS	240	180	180	Not flown	Not flown	600	



The tenth anniversary of Large Scale Racing in Bendigo is quite a feat and over the last nine years we have watched it grow to what it is today. We must have got it right for, with a good suitable field, electronic counter and timer, well run races, good food and drink, friendly faces and a happy environment mixed with some good weather, it works.

It all happened on the 22nd - 23rd of August over two spring-like days, both warm and sunny and with nothing more than a gentle breeze. Not bad for a winter month in Victoria.

Twenty-eight entries were spread over the four classes of, Redball 120/30, F2 Nemesis 35, AT-6 Texan and F1 Goodyear, with Texans being the most favoured of all the classes.

REDBALL 120/30 was the first class to race in round one. These smaller style of aerobatic aircraft, particularly those with 30cc petrol engines, had a fair turn of speed and some close racing was seen at times. Jeremy Randle always led the pack with Byron Simpson trying his hardest to catch up. This class struggles with different sizes and types of engines, and varying size of airframes.

F2 NEMESIS 35 was the second class to race, this is the new class using the Seagull "Nemesis" and petrol engines up to 35cc, including the OSGT33 which seems to be very competitive power plant. Two pilots, Andrew Ward and Brodie Hunter, finished second and third using the OS engine and were only a few seconds in time behind the winner. In every race these two were locked together in a tight tussle up to the seventh or eighth lap before one would eventually go a little wide and allow the other get in front, this was great to watch.



It's not easy to get a picture of more than one model flying and to get three in the frame requires patience and persistence. A lot of photos are taken for very few satisfactory results. Thank goodness for digital cameras!



The entries in the AT-6 Texan races.



Assorted racers waiting to compete.



The new "Nemesis" class racer.



Rob Popelier's "Texan" was not the fastest but it had an original colour scheme.



Formula 1 "Cassutt" Racers. The blue and white model by Neil Addicott and the red and white model by Stephen Green.



Pilots and observers on the flight line.



"Nemesis" class racers in the starting boxes.



"Cassutt" and "Nemesis" racers waiting to fly.



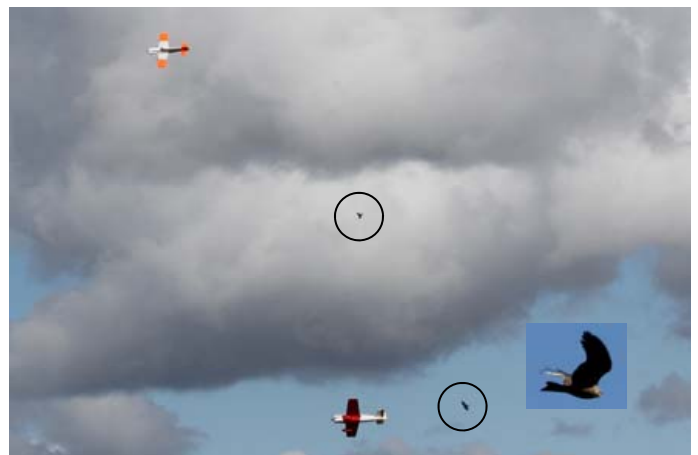
Stephen Green's "Cassutt" on a low fast fly by between heats.



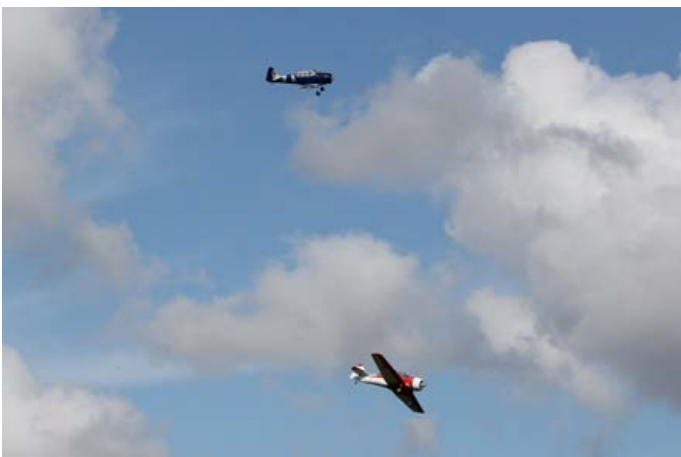
Neil Addicott's "Cassutt" gets away. The sheep are well away in the distance!



Stephen Green leads Neil Addicott around a pylon in a heat of Formula 1.



A couple of birds (circled and inset) looking for lunch were taking a risk!



A "Texan" race is a little more sedate but produces tight flying.



"Nemesis" racers rounding a pylon.



Riley Sills' "Nemesis" gets airborne.



Leigh Kellock's colourful "Texan" climbs away.

AT-6 TEXAN was the next class to race. This class is still the most popular as these aircraft are just wonderful to fly/race, although they are a little awkward to make good landings. When these aircraft are close together in a race it takes a lot of laps before one can get a break away to lead the others home and there is a lot of close racing in the early stages of a heat. Steve Davis with a CMPRO ARF and Jeremy Randle with his Midwest kit built "Texan" were usually pulling away at the end of each race.

F1 GOODYEAR is the fastest of the classes, and everybody stops to watch these high speed aircraft race. At these speeds there is very little room for error and, while the yellow coloured Owl Racer (known as the "Fang") piloted by Steve Davis did have marginal speed over the rest, there was some very interesting racing between the large bodied "Cassutt" racers of Steve Green and Neil Addicott. The ducking and weaving of these aircraft was very entertaining to watch, I think the term used is "*paint swapping*". Keep an eye out as these Cassutt aircraft will be racing again at Sandown Race track in January 2016.

Thanks must go to the businesses that supported this Tenth Anniversary Large Scale Racing event. The main support came from Model Engines who supplied the Texan fuel and quite a few of the prizes, we appreciate and thank you for the support you have given us over the years. Support also came from Model Flight and Kellett's Hobbies for which we also thank them. Mitre 10 Bendigo were kind enough to donated the prize for the raffle, which was a 20v cordless drill, and our thanks go to them.

To the club members who put in two days of hard work, the light marshalls, the electronics operator (scoring), the race starter and the can-teen staff who made it all happen, we say thankyou.

Les Davis

SCALE RACING RESULTS

REDBALL 120/30

Plc	Competitor	1	2	3	4	5	6	7	Score
1	Jeremy Randle	163.6	168.8	155.5c	167.9	165.1	170.5	169.4	1005.3
2	Byron Simpson	143.9c	150.9c	164.8	163.9	166.4	170.8	142.9c	960.7
3	Tony Jones	145.8	143.3c	156.1	152.4	156.6	158.7	163.2	932.8
4	Mark Sills	146.8	157.1	136.5c	147.5	140.8	153.4	157.4	903
5	Cliff McIvor	Cut 2	139.4c	144.6c	132.8c	149.6	138.3	144.8c	849.5
6	Wally Burston	107.7	131.1	129.1	115.3	129.7	127.9	139.6	772.7

F2 NEMESIS 35

Plc	Competitor	1	2	3	4	5	6	7	Score
1	Steve Davis	147.6c	161.9	156.7	158.7	167.2	167.5	166.5	978.5
2	Andrew Ward	147.4	159.4	162.6	154.9	164.6	161.3	161.1	963.9
3	Brodie Hunter	142.8	158.4	149.4c	152.3	164.1	161.1	159.2	944.5
4	Leigh Kellock	142.6	150.3	148.4	143.9	157.4	158.3	159.3	917.6
5	Les Sawyer	148	138.9c	144	129.8c	154	153.9	160.2	899
6	Riley Sills	Cut 2	Cut 2	143.3	145.8	133.8c	156	Cut 2	578.9

AT-6 TEXAN

Plc	Competitor	1	2	3	4	5	6	7	Score
1	Jeremy Randle	157.9	163.1	161.8	158.1	161.6	163	159.4	967
2	Steve Davis	160.4	153.3c	162.6	151.1c	159.7	166.7	164.2	966.9
3	Les Davis	153.8	159.8	158.5	160.5	165.5	149c	162.2	960.3
4	Steve Green	128.7c	153.2	147.7	153.8	152.6	157.4	156.7	921.4
5	Les Sawyer	146.7	153.6	135.3	145.7	132.1c	152.5	157.4	891.2
6	Leigh Kellock	145.7	146.9	142.7	116.3c	148.5	142.6	157.9	884.3
7	Rob Popelier	144	124.8c	128.5	141.4	145.9	144.8	145.9	850.5
8	Gary Flanagan	128	140.2	Cut 2	117.5	128	134.5	139.2	787.4
9	Wally Burston	81.8	110.8	98.6c	110.2	114.1	126.1	119	678.8
10	Andrew Ward	101.8c	138.3	Cut 2	DNF				240.1

F1 GOODYEAR

Plc	Competitor	1	2	3	4	5	6	7	Score
1	Steve Davis	DNS	184.9	183.9	187.6	174	191.9	188.9	1111.2
2	Neil Addicott	165.1	172.8	177.4	172.8	173.9	185.2	181.8	1063.9
3	Byron Simpson	173.9	171.2	169	171.8	174.1	179.7	174.7	1045.4
4	Jeremy Randle	179.3	161.9c	DNF	169.8	172.9	169.9c	179.4	1033.2
5	Cliff McIvor	159	141.6	151.8	122.1	141.5	153.9	161.9	909.7
6	Steve Green	152.4c	Cut 2	169.6	155.4	Cut 2	164.3c		641.7

NEW SOUTH WALES SCALE CHAMPIONSHIPS 2015



The New South Wales Scale Championships were held at RAF-MAC (Richmond) model flying site over the week end 15th & 16th August. The weather was perfection with just a bit of mid-day wind to challenge the slow flyers. Eighteen participants flew twenty-four aircraft in the three events – F4C, F4H and Open. As is the case these days Open attracted the most entries but there were some impressive aircraft and flights.

Our new President, Paul McKeown did an excellent job at this, the first major competition that he has run. We got off to a slow start but once a few helpers had been organised the flying moved along well. Starting on Saturday with Open and moving on to F4C and F4H we completed a second round of F4C and F4H before finishing about 5:00 pm. On Sunday we started earlier and after two rounds of Open a bit of variable breeze during the third rounds of F4C and F4H in the middle of the day required a cross strip to be used. This provided a challenge to a few!

There were some memorable moments for me:-

- Graham Harrod flying his much improved ARF Corsair in Open,
- Hearing a large multi cylinder radial in the Gee Bee flown by James Price.
- The big effort put in by Arthur Panagiotopoulos with his Tiger Moth (unfortunately his father – Tom – had the only prang of the event when landing his Spitfire)
- The final flight of the day by Ben Burrell with his Cessna 172. Bill Mansell and I were judging and we had difficulty in giving less than 10 for each manoeuvre!

All together a very good weekend of flying and socialising. Many thanks to those who helped run the event, the cooks, the judges and of course the modellers who brought and flew their fine models for the enjoyment of all.

Thanks to Bill Mansell for the photos and our discussions during judging of the Open event on Sunday.

Alistair Heathcote

OPEN RESULTS

	CONTESTANT	MODEL	POINTS
1	B. BURRELL	CESSNA 172	1700.8
2	A. OGLE	FOKKER D.VIII	1696.8
3	J. PRICE	GEE BEE Y	1617.8
4	G. HARROD	CORSAIR	1545.5

F4H RESULTS

	CONTESTANT	MODEL	POINTS
1	A. OGLE	CORSAIR	2259
2	R. OGLE	SPITFIRE	1754
3	W. MANSELL	STINSON RELIANT	1726.8
4	A. HEATHCOTE	VANS RV-3	1680.3

F4C RESULTS

	CONTESTANT	MODEL	POINTS
1	A. HEATHCOTE	PIPER L-4	2895.8
2	K. THOMAS	MORRISEY BRAVO	2718
3	W. MANSELL	SPACEWALKER	2646.3
4	R. EVERETT	GREAT LAKES	1557.5

F4C STATIC RESULTS

	CONTESTANT	MODEL	POINTS
1	A. HEATHCOTE	PIPER L-4	1474
2	K. THOMAS	MORRISEY BRAVO	1284
3	W. MANSELL	SPACEWALKER	1276.5
4	R. EVERETT	GREAT LAKES	1196.5



Alistair Heathcote's F4C winning Piper L-4 "Grasshopper".



Dick Everett's Great Lakes biplane.



Bill Mansell's Spacewalker and Kel Thomas' Morrissey Bravo.



Anthony Ogle's Fokker D.VIII taking off.



Qantas pilot, Corrine Pillat, taking off with her Pilatus Porter.



Ben Burrell's Cessna 172 won the Open event.



Open event entries in the pits.



Anthony Ogle receiving his F4H award at the end of the day.



YAKOVLEV'S YAK-18T



(In early September my son, Gary, was passing Tooradin airfield on his way home from work when his attention was drawn by the sound of a radial engine powered aircraft starting up. The aeroplane looked vaguely familiar so he took the photographs below and passed them on to me in case I was interested in following up on this distinctly different aircraft.

Looking at the photos I thought I saw a familiar front and rear end and, taking into account the red stars, decided that it must be a YAK of some sort. A bit of investigation on the net showed that it was a four seat YAK-18T and that there are at least three of these aircraft on the Australian Civil Register.)

In May 1945, Aleksandr S. Yakovlev initiated design of the Yak-18 two-seat primary trainer. He designed it to replace the earlier Yakovlev UT-2 and Yak-5 in service with the Soviet Air Forces and DOSAAF (Voluntary Society for Collaboration with the Army, Air Force and Navy, which sponsored aero clubs throughout the USSR). The new aircraft flew a year later, powered by a Shvetsov M-11 five-cylinder radial engine and featuring a retractable tailwheel landing gear.

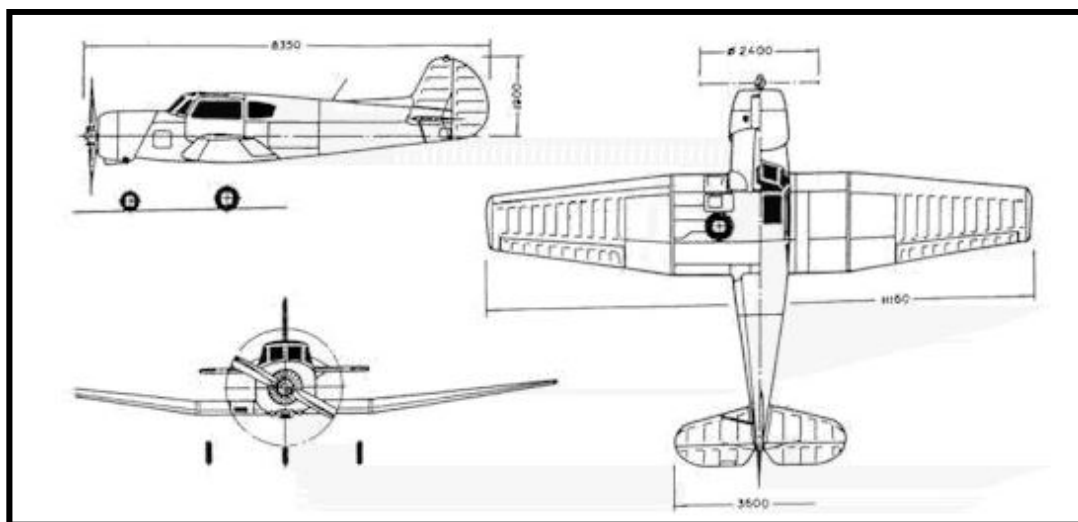
The design, a development of the UT-2 with retractable landing gear and enclosed cockpit, proved exceptionally easy to build and maintain. The first Yak-18, which carried two pilots seated in tandem, was mainly used as a trainer. Later versions included a Yak-18U with semi-retractable tricycle landing gear and a longer fuselage, a Yak-18A with a more powerful 260-hp engine, and the Yak-18P - a single seat version for aerobatics.

In the 1960s and 1970s, modified Yak-18s ruled the world of competitive international aerobatics. It was progressively upgraded with more powerful engines, a tricycle landing gear, and with more modern materials replacing the original fabric and steel tubing construction. Nearly 11,000 Yak-18s have been produced in some 11 variants at factories in Arsenyev, Kharkov and Saratov (Russia), Becau (Romania) and China.

It continues in production today, 55 years later, in two of its many variants, the four-seat Yak-18T and two-seat Yak-54. The Yak-18 became the standard trainer for Air Forces flying schools and DOSAAF.

This plane was so popular the Chinese began to produce them under the name Nanchang CJ-5. Many of the planes were exported to other countries including North Korea, who used them as nuisance bombers. For training flyers, in the early 1990s North Korea had 100 CJ-5 and CJ-6 propeller driven aircraft (Chinese modifications of the Yak-18),

The final version was the Yak-18T which could carry two pilots and two passengers. The Yak-18T is a big, aerobatic-capable, four-seat retractable found throughout the Eastern Bloc working as a trainer, a transport, air-ambulance, aerial photography platform, pipeline patrolter and just about any other role they could think up. The 18T is a classic bird, with the M-14P radial up front, a large airframe, fabric covered outer wing panels and control surfaces and a big cabin with four (and often five) seats.



The Yak-18T at Tooradin airfield, Westernport, Victoria.

SHEPPARTON MAMMOTH SCALE FLY-IN 2015



This annual event continues to draw pilots and models from all states and remains the premier scale event of the year with ninety seven entrants and one hundred and fifty models on display.

This large entry brings with it a long wait for a flight slot but, with the weather fine and warm, the pilots seemed content to wait in line and chat to others until their opportunity arrived.

As is the case at most events the ARF's dominated the scene but the outstanding model, in my opinion, was Terry McCleary's magnificent WACO built from a kit produced in Germany and finished in an immaculate original WACO colour scheme.

Another fine model, but this time an ARF, was the large P-47 by Gary Bergen with its Moki radial providing great sound and presence in the air.

Next year will be the thirty-fifth anniversary and the Valley Flyers are already planning for an even greater event.





A Golden Oldie from the 1930's, Terry McCleary's WACO YMF-5 is built from a kit produced by Peter Barth in Germany. The model is 1/3 scale with a wingspan of 3m and is powered by a DA150 twin cylinder petrol engine driving a 32" x 12" propeller. Covering is SIG Koverall and it is finished with 2-pack epoxy paint. Weight is 24.5kg.





Colin Mitchell's Nieuport 17 and David Foster's Pfalz D.III. The 1/4 scale Nieuport is built from a Balsa USA kit and powered by an OS120 four stroke engine. David's Pfalz is scratch built, also to 1/4 scale, and powered by a Saito 180 four stroke engine.



Flown by Neil Addicott of Model Engines, this ARF Corsair by Phoenix is 2.2m wingspan at 1:5.5 scale and powered by an OS five cylinder radial engine.



Brian Evans' SPAD S-7, built from a Balsa USA kit.



A brightly coloured Stampe SV4 by an unknown modeller.



This large Cessna 421 Golden Eagle was flown by Gary Schmedje. Model is 27% scale with a wingspan of 3.4m and was scratch built from plans by Wendell Hostetler. Powered by two Zenoah 62 two stroke engines, it weighs in at 24.5kg.



Steve Malmman's large scale Cessna 182 takes off.



This ARF De Havilland Vampire by Fly Eagle Jets was flown by Scott Matthews. Model is 2.4m wingspan and powered by a Kingtec 140 turbine. Weight is 24kg.



A part of the long line of models waiting for a flying slot.



Garry Bergen usually brings his 1/3 scale Stearman to Shepparton but this year he also had this P-47 Thunderbolt. The model is a COMP ARF and has a wingspan of 2.8m. Powered by a Moki 250 five cylinder radial engine driving a 30" four blade propeller, it weighs 49.7kg.





Mark Radburn had his Spitfire /Jeep combination on show again. Both models are 1/6 scale and make a novel display.



Bruce Hoffman's Hawker Tempest about to touch down.



Theo Arvanitakis' AerMacchi 346 is a C&C Models ARF. Model spans 2m at 1/5 scale and is powered by a Jetcat 140 turbine. Weight is 15kg.



This P-47 Thunderbolt flown by Paul McCarthy is a Robart ARF from the Zirolì plan. With a wingspan of 2.4m and powered by a Saito 80cc three cylinder radial engine converted to petrol operation, it weighs 18kg.



Paul Holland's T-28 Trojan is an ESM ARF. With a wingspan of 2m and powered by DLE 35cc petrol engine, it weighs 8kg.



David White's 1/3 scale SIG Spacewalker in flight.



Brian Hutchinson's Hawker Sea Fury is scratch built from the Jerry Bates plan. At 1/5 scale it has a wingspan of 2.4m and is powered by a 3W 110 twin cylinder two stroke petrol engine. The wings have a hydraulic powered folding system.



This Pilatus PC-21 by Ross Smith with a turbo-prop powerplant was an impressive performer..





Derek Slevin's 1/4 scale Super Cub is a VQ ARF powered by a Saito 150 four stroke engine. Model weighs 6.5kg.



Greg Lepp's ARF Citabria in flight.



This large Citabria offered an alternative colour scheme.



A P-51 Mustang by Ian Waters takes off.



Noel Findlay's 1/4 scale Fox Moth.



Colin Mitchell's Nieuport 17.



David Chivers' 1/3 scale Piper Pawnee.



Ben Burrell's 2.2m RV-8 is a RC Slipstream ARF. Electric powered, the silent approach nearly caught a magpie.



STUNTMASTERS and HEARN'S HOBBIES TROPHIES



The Stuntmasters Trophy began in 1963 and was thought of at the time as the "crème de la crème" of stunt competitions as it used the tougher American AMA pattern instead of the then current FAI pattern. The event did not carry a trophy until the present Perpetual Trophy was donated by John Gadsden in 1967.

The Hearn's Hobbies Trophy originated back in 1947 with the early events held at the Eastern Suburbs MAC field at Surrey Park. Presented by the Hearn brothers it was an event keenly contested by the early control line stunt flyers and still continues to the present day.



Ken Taylor had succumbed to the re-naming fad with his Shark/Capri, Brian Birch flew a hastily built (six days) Imperial after he encountered a pocket of air that was mysteriously stuffed full of dirt and Brendon Stretch reverted to his trusty Thunderbird after duplicating Brian's efforts the week before.



Taken in 1950 this photograph shows (from left) Tony Farnan, Keith Hearn and Jim Fullarton with Reg Cooper, the winner of the event, holding the trophy.



P.J. Rowland's "Tiger", 1.6m wingspan and powered by a PA75 engine.



Doug Grinham's "Starcraft" is electric powered with a wingspan of 1.5m.



Mark Ellins' Yatshenko "New Classic" is powered by a Retro 76.



Peter Koch's "Jazzmate" is 1.5m wingspan and powered by a Stalker 61.



Mark Wilson's "SV-II".



Knox MAC president, Steve Vallve, presenting the Hearn's Hobbies Trophy to the winner P.J. Rowland.



The placegetters from left, Doug Grinham 2nd, P.J. Rowland 1st, Mark Ellins 3rd.

RESULTS

CONTESTANT	RND 1	RND 2	RND 3	TOTAL	PLACE
P.J. ROWLAND	898.75	916.00	859.00	1814.75	1
D. GRINHAM	861.75	895.00	906.00	1801.00	2
M. ELLINS	865.25	861.00	866.25	1731.50	3
P. KOCH	775.50	759.75	806.25	1581.75	4
M. WILSON	612.75	761.00	693.25	1454.25	5

COHUNA

19th & 20th SEPTEMBER 2015

SAM 600

Well we have had our first comp of the summer season. From the previous Monday we kept our eye on the weather forecast as it seemed too good to be true with 20+° and light winds both days. As the week progressed it changed a little to 15 - 20kph winds abating to light in the afternoon on Sunday, so off we went on Friday with high hopes for a great weekend.

Saturday dawned perfect and remained so all day with the first event 1/2A both I/C and electric. It seems that in this event electric power has become the more popular with only four entries in I/C and nine entries in electric; two of the flyers in I/C also flew in electric so if you take those out of I/C it would have left only two in I/C. Maybe people are losing patience with the temperamental Cox engines, three of the I/C flyers got into the fly-off with Lyn Clifford being number one.

In electric all but one flyer made the fly-off and he didn't make a second flight so we can only assume that something went wrong with his model. When the flag dropped for the fly-off eight models were in the air instantly with the eventual winner being Max Heap with a time of 31 min 56 seconds only 7 seconds ahead of second place at 31min 49 seconds. A very close finish for a great competition.

At lunch time, as is usual, the Cohuna club put on a feast with pumpkin soup for starters followed by hamburgers or sausages and finishing with fruit salad and cream. In fact most of us wanted a nanny nap after all of that but we had force ourselves to push on.

Next event was Burford with five entries, either the air was dead or the shorter motor runs are working with only one flyer qualifying for the fly-off.

The last event for the day was Duration and it had the top number of entries with twelve flyers. The lift must have improved for this event as there were seven flyers in the fly-off although the weather must have gone a bit dead as the winning time was only 11min 45 seconds. With dead calm conditions, no fly-off for electrics, and not too much carnage, so ended a perfect flying day.

Sunday morning dawned a little windy but still quite flyable. At 9:00am we held the AGM then started flying Texaco about 10.45am with ten entries in I/C and three entries in electric. As you can see from the results we had quite a few different designs, not all bombers. We were due to have the fly-off at mid-day but the wind had picked up quite a lot and it was agreed we would have lunch and see if the wind would drop. Around 2:00pm the wind had swung 90° and dropped to a reasonable level so we resumed flying and held the fly-off for Texaco. Again the air was a bit dead with the winning time being 12 min 59 seconds in I/C; electric had a winning time of 14min 15 seconds.

The last event of the day was '38 Antique with five entries of which four flew in the fly-off. Kevin Fryer's winning with a time of 11min 50 seconds was again made in calm dead air.

We were very pleased to see Brian McLean arrive from Echuca to fly although he has now qualified to be the fourth member of the SILLY OLD BUGGERS CLUB by trying to tune his motor through a rotating propeller last week. Welcome aboard Brian.

This was a beautiful weekend thanks to the fellow upstairs for the terrific weather. Most of all we thank the Cohuna club for all they do for SAM 600.

(Report by Brian Laughton with photographs by Graeme Gulbin)



Old Timer events are a very relaxed form of flying.



1/2ATexaco electric competitors from left — Brian Laughton (Albatross), Gary Ryan (Megow Flash), Max Heap (Stardust), Rod Carrich (Bomber), Roger Mitchell (Red Ripper), Steve Gullock (Stardust).



'38 Antique winners from left — Lin Clifford (RC1) 3rd, Kevin Fryer (Cumulus) 1st, Brian Laughton (RC1) 2nd.



1/2A Texaco electric winners from left — Brian Laughton (Albatross) 2nd, Max Heap (Stardust) 1st, Roger Mitchell (Red Ripper) 3rd.



Duration winners from left — Lyn Clifford (Racer) 2nd, Brian Laughton (Playboy) 1st, Kevin Fryer (Playboy) 3rd.



Texaco winners — Col Collyer (Bomber) 3rd, Brian Laughton (Bomber) 1st, Evin Fryer (Cumulus) 2nd.

1/2A TEXACO

	COMPETITOR	MODEL	ENGINE	CC/SEC	RD. 1	RD. 2	RD. 3	RD. 4	FLY-OFF	TOTAL
1.	L. CLIFFORD	STARDUST	COX		420	420	420		792	2052
2.	B. LAUGHTON	ALBATROS	COX		420	382	420	420	777	2037
3.	K. FRYER	CUMULUS	COX		312	420	420	306		1152

TEXACO

	COMPETITOR	MODEL	ENGINE	CC/SEC	RD. 1	RD. 2	RD. 3	RD. 4	FLY-OFF	TOTAL
1.	B. LAUGHTON	BOMBER	OS 60 F/S	10	420	420			779	1619
2.	K. FRYER	CUMULUS	FOR-STER 99	16.8	420	420			507	1347
3.	C. COLYER	BOMBER	ENYA 46D	7	420	420			478	1318

DURATION

	COMPETITOR	MODEL	ENGINE	CC/SEC	RD. 1	RD. 2	RD. 3	RD. 4	FLY-OFF	TOTAL
1.	B. LAUGHTON	PLAYBOY	THUNDER TIGER 36	18	300	300	300		705	1605
2.	L. CLIFFORD	RACER	YS 63	20	300	300	300		561	1461
3.	K.FRYER	PLAYBOY	McCOY 60 SPK	28	420	420	420		504	1404

BURFORD

	COMPETITOR	MODEL	ENGINE	CC/SEC	RD. 1	RD. 2	RD. 3	RD. 4	FLY-OFF	TOTAL
1.	B. LAUGHTON	DIXIEL'DER	P/B	28	132	300	300			600
2.	M. HEAP	DIXIEL'DER	P/B	28	233	223	298			531
3.	L. CLIFFORD	CREEP	P/B	28	300	175	226	300		526

'38 ANTIQUE

	COMPETITOR	MODEL	ENGINE	CC/SEC	RD. 1	RD. 2	RD. 3	RD. 4	FLY OFF	TOTAL
1.	K. FRYER	CUMULUS	FOR-STER 99	135	420	420			710	1550
2.	B. LAUGHTON	RC 1	OK SUPER 60	85	420	420			608	1448
3.	L.CLIFFORD	RC 1	AT-WOOD 49	112	383	420	420		513	1353

CLIMB AND GLIDE

	COMPETITOR	MODEL	ENGINE	RD. 1	RD. 2	TOTAL
1.	S. GULLOCK	LIL DIAMOND	ELEC	615		615
2.	G. RYAN	EAGLE	ELEC	583		583
3.	C. COLYER	RC 1	ELEC	292		292

1/2A TEXACO (ELECTRIC)

	COMPETITOR	MODEL	RD. 1	RD. 2	RD. 3	RD. 4	FLY-OFF	TOTAL
1.	M. HEAP	STARDUST	600	600			1916	3116
2.	B. LAUGHTON	ALBATROSS	600	600			1909	3109
3.	R. MITCHELL	RED RIPPER	600	600			1185	2385

TEXACO (ELECTRIC)

	COMPETITOR	MODEL	RD. 1	RD. 2	RD. 3	RD. 4	FLY-OFF	TOTAL
1.	L. BALDWIN	BOMBER	600	600			855	2055
2.	R. MITCHELL	BOMBER	L/O	600	600		820	2020
3.	G. RYAN	RC 1	450	600	600		DNF	1200

DURATION (ELECTRIC)

	COMPETITOR	MODEL	RD. 1	RD. 2	RD. 3	RD. 4	FLY-OFF	TOTAL
1.	S. GULLOCK	LIL DIAMOND	548	307	600			1455
2.	M. HEAP	KERSWAP	491	425	490			1406
3.	G. RYAN	RC 1	286	460	364			1110



Robert Taylor releasing Kevin Fryer's Forster 99 powered "Cumulus".



Col Collyer's "Trenton Terror" powered by an ED 3.46 diesel.



Lyn Clifford with his "RC1" powered by an Atwood 49 spark ignition engine.



Brian Laughton's "RC1" powered by an OK Super 60 spark ignition engine.



Kevin Fryer returning with his "Dixielander".



Col Collyer's Lanzo "Bomber" powered by an Enya 46 diesel.



Brian Laughton (R) had a very successful competition and is seen receiving congratulations from Cohuna president Lyn Clifford.



Max Heap launching his "Dixielander" in the Burford event.



DISASTER FOR ROB TAYLOR



On Thursday, 10th September Rob Taylor went to the Cohuna flying field at 1.30 pm to test fly his new Texaco model. Shortly after arriving he received a phone call from his daughter telling him to come home quickly as his shed was on fire, he could see the smoke from the flying field.

He hurried home but nothing could be done, the fire brigade was there and put out the fire but there was nothing left, he lost his models, radio gear, engines, tools and his equipment for making his props, which as a business was starting to take off. Also destroyed was a RAMLER car, in mint condition, that his father had bought new in 1962. Everything was destroyed, nothing was left

When we arrived for our September competition he was trying to piece together models that kind people had given to him so that he could fly on that weekend.

We are all terribly sorry for his loss such as his fathers car that can never be replaced. All we can do is pull together to help him get back on his feet.

Kevin Fryer
President
SAM 600



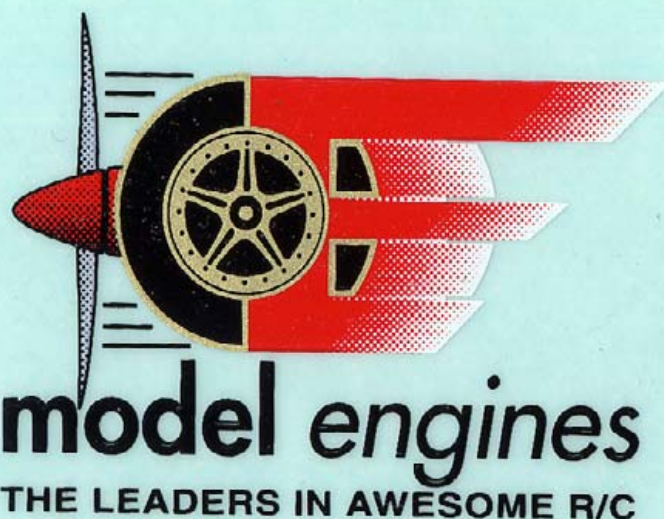
VICSCALE

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

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



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



CLASSIC AND VINTAGE WEEKEND

(Incorporating the Roy Robertson Trophy)

23rd & 24th January 2016

9.30am to 5.30pm

P&DARCS, Burley Field, Cardinia

Join us in celebrating our 50th Anniversary



Classic Aerobatics



Foam gliders mass launch



Classic kit models

Saturday, 23rd January



Texaco and Duration



Vintage Gliders



Classic kit models

Sunday, 24th January

Saturday Night Anniversary BBQ, cutting of P&DARCS Birthday cake and night flying.

Entry Fees:

\$5.00 per model to a maximum of \$20.00

Saturday night BBQ at canteen prices. BYO drinks.

Free camping - tents or caravans.

Check our website for more details - www.pdarcs.com.au

CLASSIC AND VINTAGE WEEKEND

23rd & 24th January 2016

9.30am to 5.30pm

P&DARCS, Burley Field, Cardinia

Classic Kit Models

The models we have grown up with and loved are growing in popularity again. You may still have a dusty one in the back of your workshop. Dust it off or build a new one. Plans are available for download in a lot of cases and due to the mostly small size can be built out of your scrap box in no time at all. Go on, build your childhood dream and take part!

Eligibility

Any kit or plan model designed or produced between 1950 and 1980 approx. in other words, the hey-day of traditional modelling. Think of Hearn's Hobbies, Aeroflyte, Carl Goldberg, Top Flite, Sterling, Pilot, Graupner etc. and you will get the idea. Gliders or power models, winch, i.c. or electric are welcome in this class.

Competition

Nominate a flying time in minutes.

Take off, ROG or hand launch. To make it easier, all full minutes in the air will be announced for you.

Land as close to the nominated time as possible. Penalty points for any seconds over or under time.

Landing points are awarded for touching down in inner or outer circle. (Remember them?)

A judge will also award a score for flight performance befitting the model presented.

Foam Gliders

A classic in its own lifetime, the foamy is at home in large numbers in every club all over the country and the world. So, why not include it in this event and have some fun? P&DARCS is celebrating its 50th anniversary, let's see if we can get fifty foamy's in the air in round 1. That, surely, would also have to be a record. It's all up to you, we depend on you to make it happen!

Eligibility

Any electric powered foam glider, any size, no restriction on power system as long as it's flying safely.

Competition

Mass launch on count of three.

20 seconds motor run terminated by air horn signal.

The first three* models landing are eliminated from the second round.

Last one landing wins!

The contest director can, at his discretion, award 'Wildcard entries' into the next round to eliminated competitors.

(* actual number of eliminated models will depend on the number of entries.)

Queensland Scale Model Muster Tin Can Bay

3 - 4 October 2015 Labor Day Weekend

Onsite camping
Canteen

Rifle Fish Rd - Tin Can Bay QLD

Qld scale model muster is a MAAA sanctioned event



Contact: Neil Low : janeilow@eftel.net.au for entry form

Early Bird entry \$20 or \$30 on event weekend

Awesome Scale Comp Prizes

Biplanes over 72"

Mono planes over 80"

This Event is Proudly Sponsored By

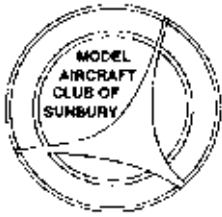


modelflight RC



MODEL AIRCRAFT CLUB OF SUNBURY INC.

www.macsunbury.asn.au



Annual Auction

October 10th 2015

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.

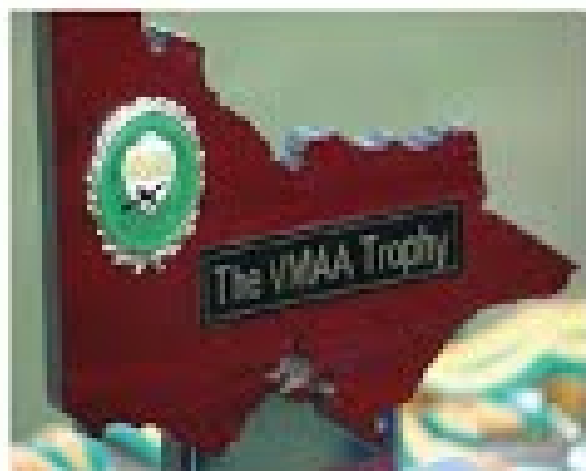
The auction is scheduled to start around 12:00 pm, but
we will be registering goods for sale from 10:00 am.

DOOR PRIZES -- RAFFLE
\$2 entry fee

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

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

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



VMAA Trophy Weekend

10 & 11 Oct 2015

The aim of this event is to encourage Associated Clubs to have a go as a team effort in a two day event that has the emphasis on fair play and maximum fun.

Trophy Events:

- Fun Scale
- 2 x Helicopter events
- Fun fly
- Thermal Soaring
- Scale Aerobatics
- Electric Glider
- Old Timer Duration
- **Sports Limbo** (new)
- Musical Landings
- Club Racing
- Combat

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

A person may be a pilot in up to two events and also 'assist' other pilots/ team members in other events. All Clubs may be asked to provide people to act as judges or time-keepers for some events.

The event will be held at the VMAA State Field. Catering available both days and on site camping facilities available. Motels and caravan parks are available nearby.

ENTRIES CLOSE: Midnight, Monday 05 Oct 2015.

If you need further information, please contact the VMAA CD; Joe Finocchiaro on Mob: 0425 708 654, email editor@vmaa.com.au or go to the VMAA Website: www.vmaa.com.au and go to VMAA News for all the details and rules on all events

For continuity, the Trophy rules will remain materially unchanged for the next 3 years... **ENTRY IS FREE**



Canberra F1 Air Race

17-18 October 2015 NAAS Club Field, Canberra
Round 2 of the RCM News F1 Air Race Championship

We have all had a great time racing at the events in Victoria and South Australia, so now it is time to bring the thrill and excitement of Large Scale Air Racing to New South Wales / ACT.



Classes:

Formula 1
Formula 2
Goodyear
Red Bull
AT6 Texan
Reno
Golden Era

(All subject to sufficient entries)



Dinner Saturday Night: There will be a roast / baked dinner at the field on Saturday night. This will allow all the competitors to socialise together.

Accommodation: There are three hotel/motels within a 20-30 min drive from the field.

There is an Outward Bound Camp only 10 min from the field with bunk house style accommodation

There is camping at the field (toilet available)

Location: Approx 3:45 hours from Sydney

7 hours drive from Melb

35 min from Canberra CBD

For more information on the club and the great flying field that they have please visit their web site at <http://www.naas.org.au/>

Information: F1 Air Race Championship <http://rcmnewssig.wix.com/rcm-news-f1-air-race>
Australian Large Scale Pylon Racing <https://www.facebook.com/groups/LSRCA/>

Contact: Jeremy Randle airracecanberra@gmail.com 0418 390 446



TWIN CITIES MODEL AERO CLUB

31st Seaplane Weekend



Oct 23rd to 25th 2015

- ★ Saturday Night Dinner
- ★ Perpetual trophy
- ★ Full catering at the Lake
- ★ Complementary breakfast for entrants on Sunday morning
- ★ Lunch time Polaris 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

AUSTRALIAN
MODEL
FLYING DAY
© MAAA

Open to WMAA Guests
(Not a Display Day)

Fun Fly

25th October 2015

**Werribee Model Aircraft Association Flying field
67 McGraths Road, Werribee
Flying Hours: 9am – 5pm**

Control Line, Sports, Gliders, Pattern, Helicopters and Quads. Something for everyone

Hot Food & Cold Drinks will available



Members are invited to buy a **\$5 badge** to support the Royal Flying Doctor Services



NAAS Annual Mammoth Fly-In 20/21/22 November 2015



FLY-IN

Primarily large models, but if you want to be part of this great experience bring what you have.
Field will be open from Friday Morning

WAR MEMORIAL TOUR

The usual fantastic guided tour of the War Memorial will be arranged for the Friday Afternoon.
(Details will be posted on the web page closer to the event)

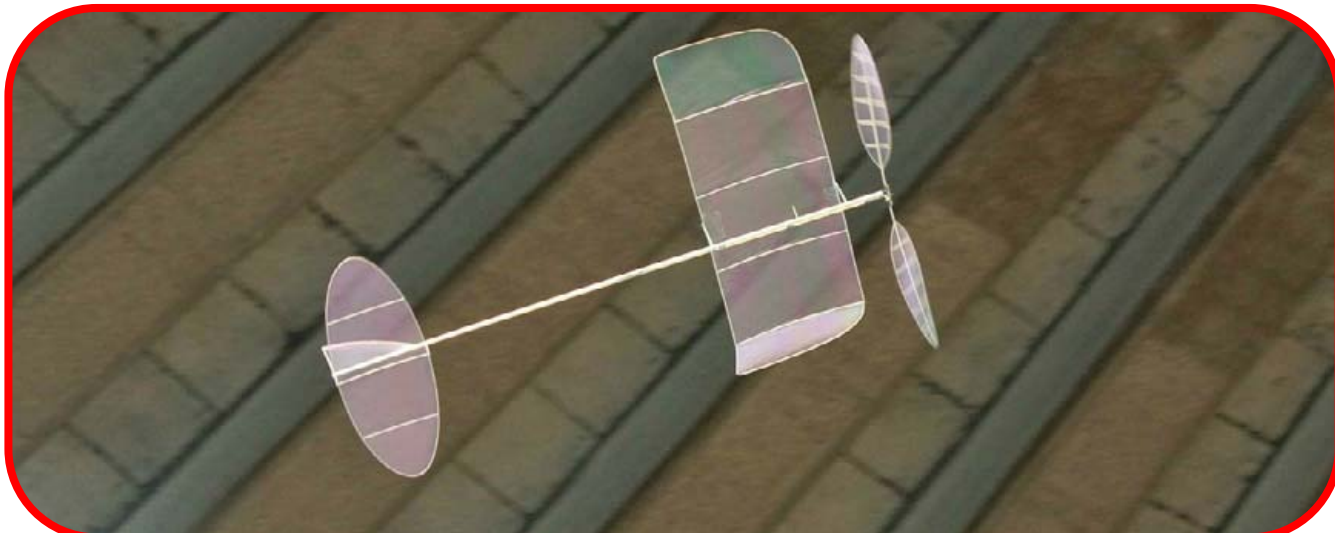
Pilot entry Saturday & Sunday \$40.00

Saturday night roast/baked Dinner
at the field \$20.00 per head

Food and drink, tea and coffee will be available all weekend

More information will become available, please refer to:

Web: www.naas.org.au Email: naasact@outlook.com



F1D World Championships Team Trial

A Team Trial will be held in Adelaide by the Adelaide Aeromodellers Club, with support from MASA, to select team members for the 2016 F1D World Championships to be held in the Slanic Salt Mines in Romania. A new 'Boyd Felstead' perpetual trophy will be awarded to the winner.

To find out more about competing, or to register, please contact the Contest Director preferably by email at tim.haywardbrown@gmail.com (ph. 0419 825 541).

Rubber-powered free flight F1D models are the slowest recognized fixed wing aircraft in the world. An F1L (EZB) competition will be held concurrently. Come along and see a unique and unusual side of the hobby. Visitors are welcome and admission is free.

Sunday 29th, November, 2015 (3pm to 8pm)
The Gardens Recreation Centre, Parafield, South Australia.



VARMS & SAM 600 OLD TIMER "Fun" DAY.



When: Saturday 21st November.

Where: VARMS Field, High Street, WANTIRNA SOUTH, Melways 72C1.

Open to all and any Old Timer Models, and veteran Woodies, be it I.C. , Electric, or Winch / Bungee Gliders. Whatever. !!!

Assembly is from 11.30am. Events will Start at 12.00 pm Saturday Afternoon. and will start I.C. and Electric from the same flight line all at the same time. Subject to prevailing conditions, it is anticipated that a 1/2A competition event will be held, then an Antique Glider / Height Limited competition event, and then whatever else that can be put together as the afternoon develops, and the interest is there.

Given adequate safety provisions and subject to the CD's direction, all and any Old Timers can be flown from the Start Line during and within actual competition tasks, so that all and anybody can fly their " Old Timer " even if they don't have a competition plane with which to compete , or seek to compete. !!!

The essence of the afternoon is fun flying. !!!

Ringmaster Fly-A-Thon 2015



**The Brotherhood of the Ring is sponsoring its 8th Annual Fly-A-Thon event:
October 3rd & 4th, 2015**

Matt Kania'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 CL 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 **2714** flights!

A record **456** different pilots participated!!

This event is open to **all** participants **worldwide!**

On October 3rd & 4th, we challenge you to fly any one or more of the many varieties of Ringmasters, old or new, and report your flights to: 2015flyathon@ringmasterflyathon.com

Deadline for reporting is **12:00 noon Eastern time (USA) Tuesday October 6th**

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 in Control Line World.

If you get a new pilot to solo on a Ringmaster, that first flight will count as 2 flights!

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: FFlyathon2014@yahoo.com