

# SCALE NEWS



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The Bi-Monthly Newsletter of the Victorian Flying Scale Aircraft Association.

## VICTORIAN SCALE CHAMPIONSHIPS 2005

Inside this issue:

Arriving home from my fishing excursion on Thursday night did not leave much time to get two models ready for the trip to Shepparton on Friday afternoon but Ian and I made it in time for the dinner at the Peppermill Motel with Graham Godden, Noel Whitehead, Gary Sunderland and Alistair and Sally Heathcote .

Around eleven the rain stopped, the sun appeared and although the wind continued to blow we were able to commence F4C and SOS flying.

With the small entry these events finished comfortably in the mid afternoon. Noel Whitehead, flying his World Champs

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Static judging in progress with David Anderson's DH 2 under inspection and several others seeking haven from the rain.

Saturday dawned with dark clouds all around and a strong wind which did not bode well for flying. Arriving at the field, several showers delayed the start of flying and we continued with static judging under cover while most sat in the comfortable club house.

"Winjeel" was a clear winner in F4C from Gary Sunderland with his rebuilt Fokker DVII and John Lamont with his old reliable Piper Cub. David Anderson made a welcome return with his re-engined DH2 but suffered from lack of practice.

### Special Dates and Points of Interest-

Sportscale at CHAMPS  
Sunday April 3rd

VFSAA General Meeting  
Thursday April 7th.

Scale Rally at PARCS  
Sunday April 17th.

# Minutes of February General Meeting.

**Date:** 3-02-05

**Location:** FNCV

**Time:** 8:05pm

**Attendance:** 16

**Apologies:** John Lamont, Frank Curzon, Graham Godden, Doug Anderson, Barry Reaby, Frank Singh.

**Visitors:** Pearl Schubach, Peter Harris

**Previous minutes:** read

**Matters arising:** nil

**Correspondence in:** nil

**Correspondence out:**

- Reminder letters to NFG for the Sportscale event on January 30<sup>th</sup>, and to VRF re the State Champs on February 19<sup>th</sup>—20<sup>th</sup>.

**CD'S report:**

- Ian Lamont reported on the Werribee rally, a good turnout, excellent canteen as usual.
- Also reported the Sportscale event at the State Field was a success, good turnout.
- Ian reminded everybody about the Scale Rally at Geelong on the 6<sup>th</sup> February, and the State Champs at Shepparton.

**Treasurers report:**

Opening Balance 2/12/04: \$3828.48      Receipts: \$459.31      Expenditure: \$48.80      Closing Balance 3/02/05: \$4238.99

Accepted: Keith Schneider, Seconded: Ian Lamont

**General business:**

- Anthony Mott noted that the VMAA should be notified of the Scale Delegate for the Council conference. Secretary will advise the VMAA.
- Anthony listed 10 rules changes coming up at the Rules Conference for delegates to discuss.
- Secretary to send invitation flyers to Club Secretaries for the State Champs.
- The VFSAA have offered to run the Team selection trials for the World Championships in 2006. Suggestion was to do the same as last time, that is to run it after the Mammoth at Shepparton on Monday September 19<sup>th</sup>, 2005.
- The Trans Tasman was discussed, with the New Zealanders coming here and hopefully running it at the same time.
- Wallet sized calendars to be printed, and distributed to the members.

**Meeting closed:** 9.30pm

**Show and Tell:**

- Jerry Visick brought his part constructed Hawker Tempest to show and seek advice on construction details.

**FOR SALE.**

## CM PRO "SPITFIRE"

72" Wingspan  
Suit 0.91 four stroke  
Slight wing repair needed.

Price: **\$180**

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Ph: 0412713254

## Model Transport Box

Collapsible container 2m x 1m x 1m built to carry large models  
in a trailer.

**FREE** to take away

Wal Schubach  
Ph: 9700 6166

# From the Bear's Lair.



The State Scale Championships for 2005 were again poorly attended despite increased publicity in our newsletter, the VMAA newsletter and by direct mailing to club secretaries.

Run by the VFSAA under the auspices of the VMAA, this is the premier scale competition for the year and next year we will

make an even bigger advertising effort for the event. Hopefully 2006 will see the State Championships receive better support from scale flyers.

We are endeavouring to create more interest among scale flyers for our rallies and contests and in the mail, or by inclusion with this newsletter, you will have received a business card sized calendar of our events for the coming year. Please keep the calendar in your wallet as a reminder for the future. Additional copies will be available for distribution to interested scale modellers at our events.

The 58th Nationals are now confirmed for Richmond, NSW on July 8th-14th and the program is available from the MAAA web site together with the entry form. There will only be two R/C scale events at this Nats as the NSW organisers have decided there is little interest in Stand Off Scale in their state and have therefore omitted that event. R/C Scale has only three official categories, a relatively small number when compared with other disciplines and SOS is an official MAAA sanctioned event which should be offered to those interested.

My apologies for the mix up on the date for the Monty Tyrell Memorial Rally at P&DARCS. It was originally scheduled for March 20th and we left this date on our February newsletter after it was changed to February 27th. Gary Sunderland alerted me to our error and I hope it didn't confuse too many people. I guess it didn't as there was a good turn out of models and a lot of flying on what turned out to be a nice sunny Sunday. Russell Naughton took a lot of photos and we have included some in this issue. If you want to see more of his photos Russell has posted many shots on the Monash University "Hargraves" web site at [http://www.ctie.monash.edu.au/hargrave/MONTY\\_TYRRELL\\_05/](http://www.ctie.monash.edu.au/hargrave/MONTY_TYRRELL_05/).

Looking at the models at P&DARCS it was obvious that the scale ARF is proliferating at a fast rate. I did not take a count but I feel that more than half of the scale models presented were ARF with a couple of electric powered twins performing splendidly. The DH.88 Comet "Grosvenor House" flown by Mike Farnan showed how the performance of electrics is progressing with the advent of lighter, more powerful batteries. We need to make some provision for these models in our competition rules to take advantage of their growing numbers.

Good flying,

John Lamont

## From the Editor.

Several years ago the Association held a Flight Judging school to refresh members interpretation of the various compulsory and optional manoeuvres flown in competition at our events, whether Sportscale or major meetings such as State Championships.

With the current membership reaching sixty odd and with several new faces becoming regular attendees at competitive events, it is perhaps time to once again hold a judging class, not only for flying but also to cover static judging.

One of our relatively new members approached me recently asking to assist at an event. He took on the task of pencilling for the flight judges to better understand what is required when his scale model is completed and flying. No doubt he would have learned a great deal on the day and will benefit from the experience when he enters competition.

The FAI, the world body governing scale flying, have recently made some changes to both the flight and static scoring systems and with the prospective Trans-Tasman competition and the 2006 World Champs Team Trial to be held later in the year it is an opportune time to hold another class and bring ourselves up to date with these changes.

Our next event is the scale rally at the Central Highlands club. It will be our first visit to this venue we hope for a good turnout of members.

See you all there.

Ian Lamont

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# VICTORIAN SCALE CHAMPIONSHIPS 2005

(cont. from page 1)

## F4C SCALE RESULTS.

COMPETITOR	MODEL	STATIC	RND 1	RND 2	RND 3	TOTAL	
N. WHITEHEAD	WINJEEL	1893	1491	1410	DNF	3343	1
G. SUNDERLAND	FOKKER DVII	1634.5	1286	-	1351	2953	2
J. LAMONT	PIPER CUB	1546	1164	1380	1334	2903	3
D. ANDERSON	DH. 2	1428	1238	1091	DNF	2592	4

Stand Off also had a low entry with local member Rob Popellier making a late arrival to win with his new P-47 Thunderbolt from Alistair Heathcote flying a new Citabria and David Law Sr. who is making a comeback to our events and flew a Pilatus PC-9.

## SOS SCALE RESULTS.

COMPETITOR	MODEL	STATIC	RND 1	RND 2	RND 3	TOTAL	
R. POPELLIER	THUNDERBOLT	1308	1289	1402	1188	2653	1
A. HEATHCOTE	CITABRIA	1070	978	1164	1150	2227	2
D. LAW	PC - 9	-	934	DNF	DNF	467	3

By the time we finished the two events the wind had dropped away the sun was shining brightly and it was HOT! Large Scale on Sunday looked promising as we departed to get ready for the usual dinner at the Peppermill.

Sunday morning looked a bit dull when we rose and the wind was already blowing so our hopes from Saturday did not look like eventuating. When we reached the field Anthony Mott had arrived with his Turbulent and Noel was on his way back from Melbourne after returning home for a family affair on Saturday night so the entry looked better for Large Scale. Unfortunately Brian Whellan had a radio problem which put him out of business and Gary Sunderland broke his big Bristol Fighter when the motor failed on takeoff and he tried to turn back to the strip. This reduced the field to five and as Noel was flying his practice Winjeel with no static score then effectively we had four competitors. Not a good turn out for what should be the most popular event!



The new air-conditioned clubhouse was a welcome retreat from the morning rain and then the hot afternoon sun. The ladies held a comfortable craft and chat session in one corner.

Flying started with the wind fluctuating in direction until eventually it died right away and the last couple of rounds were flown in ideal conditions.

Trevor Pugh was the winner with his Pitts S2A which he has been working on since the last Victorian Nats and is now flying well. John Lamont was a close second with his Spacewalker and Anthony Mott was third with his Turbulent. Anthony had the satisfaction of achieving an excellent flight score of 1526 points in the third round but his static score was too low. Trevor's Pitts is flying in a very authoritative manner although he says it is a bit of a handful to keep on track and John's Spacewalker keeps putt-putting around.

## LARGE SCALE RESULTS.

COMPETITOR	MODEL	STATIC	RND 1	RND 2	RND 3	TOTAL	
T. PUGH	PITTS S2A	1430	1189	1328	1336	2762	1
J. LAMONT	SPACEWALKER	1400	1369	1153	1352	2760	2
A. MOTT	TURBULENT	1240	1343	1279	1526	2675	3
N. WHITEHEAD	WINJEEL	-	1384	1466	1583	1524	4
B. WHELLAN	CESSNA 182	-	302	DNF	DNF	151	5

It was all over by two and after presenting the awards it was back to Melbourne with the usual stopover at the Café on the Lake at Nagambie.

Thank you to the CD Keith Schneider, to the judges Alistair Heathcote, David Anderson, Brian Whellan, Graham Godden, Tony Greiger, Angelo Favaloro, Terry Weatherson, Jerry Visick, corer lan Lamont and to the VRF members for the use of the field and the usual excellent canteen service by Lachlan.



Gary Sunderland and Tony Greiger probably discussing the merits of various old biplanes.



There was plenty of time to talk while we waited for the rain to pass.



Brett Reaby - Stearman PT-17



Darryl Gunst - Nieuport 28



Mike Farnan - DH.88 Comet



Alan Holloway - Ryan ST

# The Monty Tyrrell Memorial Rally



Brian Whellan - Druine Turbulent



Tony Farnan - Stearman PT-17

(Pictures by Russell Naughton)



Wally Burston - Piper J3 Cub



Gary Sunderland - RAF FE.8



Barrie Reaby - Super Stearman

# ROYAL AIR FORCE MUSEUM - LONDON



The Royal Air Force Museum is one of the greatest aviation museums in the world and also one of the biggest. The Hendon site is so large that, as you explore the unique collection you discover a great deal more than you could possibly have imagined. The exhibitions at Hendon contain only a fraction of the overall holdings of the RAF Museum and in the West Midlands the Royal Air Force Museum, Cosford displays an equally large and important part of the collection. Exhibits are also loaned to other museums in the UK and abroad.

The Museum is the keeper of the country's aviation heritage and the history and traditions of the Royal Air Force. It is eminently fitting that the world's oldest and first independent air force should have a museum of such scale and quality. No other air force has a finer history and no other air force museum quite compares with Hendon.

The Milestone of Flight building was opened on December 17th 2003 — exactly 100 years after the first powered flight by Orville

Wright. Elevated viewing areas and state-of-the-art interactive technology take you through some of the important milestones in the history of aviation.

The Bomber Hall follows the development of the bomber from its first appearance in WWI to the highly sophisticated machines of today and is, in part, a memorial to the 131,000 young men who died during the bombing offensive of WWII.

The Historic Hangers are listed buildings that were part of the old Hendon Aerodrome — the cradle of British aviation. They are linked by a new building that was created to house part of the Museum's collection of fighters. This is dedicated to Sir Sidney Camm—the designer of the Hurricane and the Typhoon that sits in pride of place.

The Battle of Britain Hall tells the story of the world's first decisive air battle—when the Royal Air Force stood alone against the might of the German Luftwaffe.



This Heinkel He 162 was an early jet fighter first flown in 1945.



The Messerschmitt Bf-109, in various marks, was the mainstay of the Luftwaffe Fighter Command throughout WWII.



Beautifully restored woodwork on this Supermarine Southampton flying boat from the 1920's. More than 75,000 small screws were used in the restoration.



A Bleriot XI suspended from the ceiling in the Milestones of Flight exhibition.



This Hawker Hart bomber was another creation of Sir Sidney Camm. Over 400 were built and many were flown by the RAF in the Middle East and in India between the wars.



The Fokker D.VII designed by Reinhold Platz was the premier German fighter of WWI. It first saw service in 1918 and was superior to the French SPAD and the British S.E.5 and Camel.



The Hawker Typhoon was designed as a high altitude interceptor but excelled as a ground attack aircraft with rockets and cannon.



The Supermarine Stranraer flying boat was designed in 1936 but also saw service in WWII.



The Bristol Bulldog first flew in 1927 and operated with the RAF until 1937.

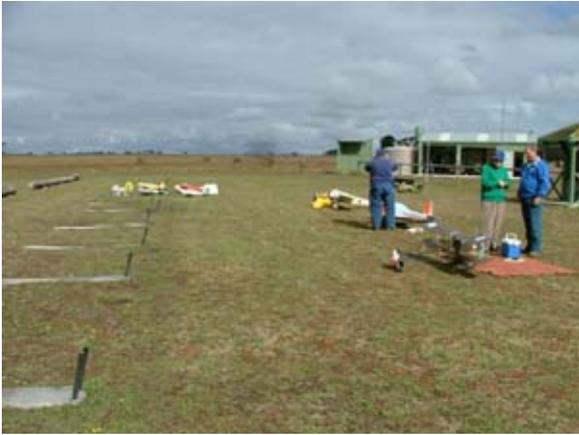


A Bristol Fighter with covering removed to show the construction.

# VFSAA SCALE RALLY at GEELONG.

(Report by Tony Grieger. Photos by Keith Schneider)

On leaving home the weather prospects for flying were very good. Arriving at Mannerim we were greeted by a very stiff breeze. This however was clean ( no gusts) and was blowing straight down the runway.



First to fly was Noel Whitehead with his CAC Winjeel soon followed by Tony Grieger with his Hannibal "Eindekker". Tony performed a number of touch-and-goes and Gary Sunderland, flying later, had at least three good flights with his RAF FE.8. This was a good example that not only WWII (and similar heavier wing loaded types) can fly well when the breeze is up. This was a similar situation to the recently held Sportscale event at the State Field.

Another keen pilot to show his stuff was Ivan Vidak of the Keilor club with his Cassutt "Okie Streaker". I think that Ivan went to the Geelong field intent on having a good flying day. He flew more than anyone and seemed to relish it. Jon Bellamy, also from KDMAS and ably assisted by his wife, flew his Bücker Jungmeister impressively and also brought along a McDonnell "Phantom" for non-flying display.

David Law put in a very nice display of flying with his large Extra 300 as did Trevor Pugh with his Pitts S2A. Clive Butler flew a quarter scale Piper L4 which took first place in Military Flying. Local member Phil Pope entered a Beaver GWS "Foamtastic" electric in Civil Non-Flying and a Edge 540 in Civil Flying. Honours in this category went to fellow Geelong club member Robert Lauder flying a Yak 54.

The hosts provided us with lunch and we finished the day around 2.00pm. The field is in good condition and although the wind turned 90° after lunch it was still flyable as there is plenty of room at this site.

Thanks to the Geelong club and to Trevor Pugh and Keith Schneider for their administrative work on the day.



Clive Butler's Piper L4, which won Military Flying, with Noel Whitehead's Winjeel, David Law's Extra 300 and Tony Greiger's Hannibal in the pits.



Some of the Geelong members models with Robert Lauder's Civil Flying winning Yak 54 in the background.



Jon Bellamy had a nice pair in a Bücker Jungmeister and F- 4 Phantom.

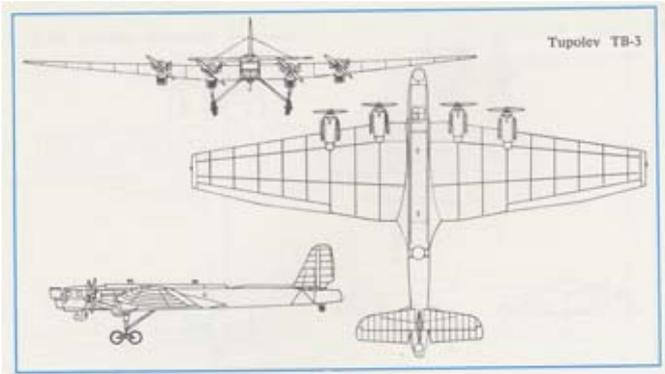
## AWARDS.

<b>Civil Flying</b>	Robert Lauder	Yak 54
<b>Military Flying</b>	Clive Butler	Piper L4 Grasshopper

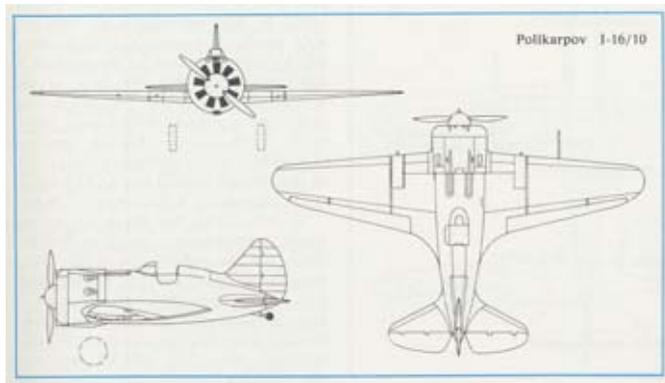
# Ken Thomas' TUPOLEV TB-3 Composite.

Ken Thomas has a different slant on scale modelling in that he says that he builds his models to create the illusion of a scale model but without adding a lot of detail. It's really stand off scale with the significant difference being that Ken tends to select some unusual aircraft to model.

This one is a very rare bird indeed with four engines and a small fighter carried one under each wing. The Tupolev TB-3 was a Russian bomber which was designed in the late 1920's and went into service in 1931. When it's inadequacies in its design role became apparent it was relegated to a freight and paratroop transport duties. Despite its failure as a bomber some eight hundred TB-3's were built and the type continued in service until 1944.



The aircraft Ken is modelling was an experimental version carrying two Polikarpov I-16 fighters under the wing. Presumably the pilots sat in their fighters until the bomber was attacked when they were released to defend the aircraft.



The model is the continuing work of a consortium of Keilor members, Ken is the builder with some input from Ivan Vidak who also flies the models and David McKeon provides most of the finance required. The flying team will be Ivan flying the TB-3 with Ken and David each flying a Rata.

Model details are -

<b>TB-3</b>	<b>I-16's</b>
Wingspan: 3.23m	Wingspan: 0.81m
Weight: 8.2kg	Weight: 0.48kg
Power: 4 x OS LA40.	Power: Brushless electric motors with Lithium batteries.

Ken hopes to have it ready to fly at the Keilor Display Day on April 17th.



The TB-3 mother ship is conventional balsa/ply construction and will be covered with Solartex.



There was still a lot of work to be completed when Ken showed the model at the recent meeting at the State Field.



The Rata's are causing some concern as it is proving difficult to get the weight down for a reasonable wing loading. Fuselage and cowl is fibreglass. Wheels at the bottom of the picture are for the TB-3.

# Glen White's Junkers Ju 52

Welcome to my nightmare! I never dreamed that this would be such a labour intensive project. The model is being built to twelfth scale giving it a wingspan of 94 inches.



I started building last July and progress was rapid until I was confronted with the corrugations on the tail feathers and the fuselage. Having spent some time trying to work out the scale size of each corrugation I found that there were three different sizes. In an effort to keep the weight down I decided to make the corrugations out of strips of balsa.

After approximately 4,000 corrugations I am getting to be quite an expert! My method is as follows: - first of all mark out parallel lines the full length of part to be corrugated, without them it is so easy to go off line. Most of my work was done with 2mm balsa ( fuselage and wing ). Strip comfortable lengths slightly wider than necessary, apply C23 glue to the full length required with the exception of the first couple of mm to this apply a small amount of instant thin glue. Lay the first strip by placing the end with the instant on it in its correct position (there is no second chance with instant). When first strip is in place secure it with another small dab of instant. Repeat this process using a piece of scrap balsa to give you the correct spacing. If the area to be corrugated is curved i.e. wing leading edge I wet the strips before applying them, water has no effect on C23 or instant glue.



Once an area is corrugated it must be sanded down to a uniform height. I used a piece of brass tube of the desired diameter placed between the corrugations to sand down to. Next I made up a sanding block, a short length of 3/8" square hard wood with sandpaper

glued to all sides. This was placed between the strips of balsa and with a few light passes a V was formed. Are you still with me?

Now comes the messy bit. Fill the whole area with a light filler, I used Selleys Spakfilla (rapid), and whilst wet take a piece of plastic tube of the correct diameter and drag out as much filler as you can. Leave it to dry overnight give it another light sand with the square sanding block and finish off with 000 steel wool.



It is amazing how much strength this process adds to each particular structure so much so that a lighter frame can be used.

As of now all the corrugations are finished and it has had two coats of thin dope. I plan to finish the model with auto acrylic but have not decided on what colour scheme to do, as I need to do some experimenting with ways to mask a corrugated surface if this is possible. Decals will be out of the question, it looks like there will be a lot of hand painting.

Will keep you informed of progress.

Stay tuned!

Glenn White



# VFSAA SPORTSCALE at KEILOR.



The second round of Sportscale for this year was held at the Keilor club and with windy and wet conditions on the day before it seemed certain that the event would once again be hampered by less than ideal weather conditions. Fortunately it improved on Sunday and although a little cool with a steady breeze blowing early on, it certainly wasn't enough to deter the ten participants and we had a successful day.

The Keilor club is one of the more keen and competitive clubs that we visit and it turned out that way again with a very close and tightly fought competition.

At the conclusion it was Rod Mitchell's Tigercat winning narrowly from Adrian Emiliani's Mew Gull with Trevor Pugh's Pitts third. Ivan Vidak flew very consistently to post three almost identical scores.

Once again, against the odds, it was a successful day and our thanks go to the host club and members who provided the B-B-Q lunch. Thanks also to the judges, Keith Schneider, Ken Goff and Paul Bobilliard for their assistance.



Rod Mitchell's winning Grumman Tigercat.



Ken Goff brought this nice CAC Wirraway but elected to judge rather than fly.

Everyone flew a full FAI schedule and with no static scores to consider it became a keen flying competition with the scores very close after the first round. Noel Whitehead flying his Boomerang lead narrowly from local member Adrian Emiliani with his Percival Mew Gull. Trevor Pugh's Pitts S2, John Lamont's Spacewalker and Ivan Vidak's Cassut Racer also had excellent first flights to narrowly trail the leaders. Rod Mitchell survived an engine out with his Tigercat and Gary Sunderland suffered a loss of power with his recently rebuilt Fokker D7. With three rounds to be flown there was still plenty of opportunity to improve with only the best two flights to count.

The second round commenced and Noel was the first casualty, having to withdraw the Boomerang with undercarriage problems. The Spacewalker also suffered an engine out and with Adrian and Rod both putting in improved flights it was down to the wire for the final round. There was much interest in the calculation of the scores for the final round flights as it became apparent just how tight the contest had become.

## RESULTS.

COMPETITOR	MODEL	RND 1	RND 2	RND 3	TOTAL	
R. MITCHELL	TIGERCAT	184	1471	1535	1503	1
A. EMILIANI	MEW GULL	1426	1473	1429	1451	2
T. PUGH	PITTS S2A	1314	1358	1427	1392.5	3
I. VIDAK	CASSUTT	1380	1380	1386	1383	4
M. DEL BONIFIZO	MEW GULL	1120	1208	1349	1278.5	5
M. PETERSON	PT-19	1189	1079	1352	1270	6
J. LAMONT	SPACEWALKER	1389	867	1063	1226	7
R. DICKSON	Me 262	DNF	1213	1184	1198.5	8
G. SUNDERLAND	FOKKER DVII	976	1348	686	1162	9
N. WHITEHEAD	BOOMERANG	1428	DNF	DNF	714	10

## WHAT'S ON?

April 3rd	Sportscale Rnd 3 (CD—Jim Brennan assisted by Graham Godden, Keith Schneider and Wal Schubach)	CHAMPS
April 2nd-3rd	Ballarat Display	BALLARAT
<b>April 7th</b>	<b>VFSAA General Meeting</b>	<b>FNCV</b>
April 17th	VFSAA Scale Rally (CD—Clive Butler assisted by Barrie Reaby)	PARCS
May 1st	Sportscale Rnd 4 (CD—Ian Lamont assisted by Keith Schneider, Haydn Hampson and Gary Leckie)	BALLARAT
May 15th	VFSAA Scale Rally (CD—David Anderson assisted by David Law jnr.)	P&DARCS
<b>June 2nd</b>	<b>VFSAA General Meeting</b>	<b>FNCV</b>
June 11th-12th	VFSAA Trophy	SHEPPARTON

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## NEXT MEETING

General meeting, Thursday, April 7th, 2002, commencing at 8:00 pm at the headquarters of the Field Naturalist Club of Victoria, 1 Gardenia Street, Blackburn. Visitors and guests are welcome to attend.

Committee meetings, Wednesday, April 13th, and May 11th, commencing at 8:00 pm at the home of Noel Whitehead, 13 Seattle Street, North Balwyn.

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### NEWSLETTER

V.F.S.A.A. Inc.

Reg. No. 27093N

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