

SCALE NEWS



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

VICTORIAN SCALE CHAMPIONSHIPS 2006

Inside this issue:

This year the State Championship took on a new event with the introduction of ARF Scale to complement the existing F4C and Large Scale competitions. This necessitated dropping the Stand Off Scale event but as this event has been of little interest for several years then it seemed to be a forward step.

As a new venture we were interested to see what sort of interest the new event would attract. We had seven entries which was better than SOS but still did not reflect the large number of ARF scale models seen at our scale rallies at local clubs. Maybe next year?

The weekend started on a sombre note with the funeral of Ian Watts on Friday afternoon and many who normally arrive on Friday evening came early to attend the service. A good number of the Melbourne modelling fraternity were there to pay their last respects to a well liked fellow enthusiast.

Saturday promised to be hot, and hot it was. After the usual late start created by the need to complete paper work we commenced flying alternate rounds of ARF and F4C and with only four entries in F4C we completed both events by late afternoon. Brian Green has won most of our Sportscale ARF events but on this occasion he was upstaged by Andy Bolle and Damien Mould. Andy won the close battle with his Pitts S1S from Damien flying an Extra 330L and Brian was third with his Giles 202.

Noel Whitehead won F4C with his World Champs Winjeel by virtue of a large lead in static points but was pressed in flying by Gary Sunderland with his new Albatros. Rob Popelier also flew well but his P-47 Thunderbolt received a low static score which left him well behind in third place. David Law brought his World Champs Vampire but ran into trouble on his first take off. Some quick thinking and nimble stick work got him out of it with minor damage.

After the usual Saturday night dinner at the Peppermill Motel we prepared for a forecast very hot and possibly windy Sunday for Large Scale.

Starting at 8:00am to try to finish before the hot end of the day we had only five entries. I forgot to bring the documentation for my Cub, Ray Jackson had radio problems with his model and Clive Butler damaged his Stearman on his second flight so it was an abbreviated flight program and we finished flying before lunch. Gary Sunderland, flying his Fokker DVII was the winner from Clive Butler who still managed to gain sufficient points despite his shortened second flight. Anthony Mott flew his Turbulent very well but his static score held him back to third place.

A thank you to those who came to assist in judging — Frank Curzon, Keith Schneider, Graham Godden, Tony Grieger, John Gottschalk, Ian Lamont.

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Special Dates and Points of Interest-

Keith Hearn Memorial
at MARCS
Sunday 2nd April

VFSAA General Meeting
Thursday April 6th.

New OS 4-stroke.... p10.

Minutes of February General Meeting.

Date: 2-02-06

Location: FNCV

Time: 8.10pm

Attendance: 20

Apologies: John Lamont, Ian Lamont, Wal & Pearl Schubach

Visitors: Bob Luxmore

Previous minutes: Read

Matters arising: Nil

Correspondence in:

- FNCV re hall hire.
- VMAA minutes.
- Greensborough re display day 9/4/06 requesting 2-4 models.
- VMAA re Scale Sub committee delegate.
- VRF re change of date for the State Champs.
- P&DARCS no to the Sportscale day February 26th.

Correspondence out:

- Letter to P&DARCS requesting use of their field for Sportscale event February 26th.
- Letter to Geelong canceling event.
- Letter to VRF requesting change of date for the State Champs.
- Reply and cheque to FNCV For hire of the hall.

Matters arising:

- Members to be advised via e-mail of the cancellation of the February 26th event.

Treasurers report:: 51 members financial.

Opening balance 01/01/2005: \$4264.44 Receipts: \$290.00 Expenditure: \$144.00 Closing Balance 02/02/2006: \$4410.44

Accepted: John Gottschalk Seconded: Bill Eunson

CD'S report:: Noel reported that the event at Werribee was excellent, and a reminder that Bacchus Marsh was on 5th of February.

General business:-

- Noel spoke about the challenge from NSW, & Noel responded to them that we were interested, ok to organize.
- John Gottschalk praised the newsletter, and how excellent it was.
- A reminder that the State Champs to be held on the 11th & 12th of March.
- Brian Green spoke on producing outlines for scale models.
- Frank Curzon spoke on safety issues with electric models, a speed controller failed on a model, model crashed and a fire ensued.
- Brian Green spoke about a new set of radio gear on 2.4 gh that selects its own frequency code.
- Many thanks to Frank Singh for the supper.

Meeting closed: 9.10pm

Show and tell:

- Anthony Mott showed his new Fokker Eindecker



"Star Wings"



It has been brought to my attention that another of our members, indeed "our leading member", has succumbed to the lure of the Dark Side.

First seduced this year by the Evil Empire (aka the MAAA) when he received his latest membership card adorned with his unsought elevation to Bronze Wings stature, and despite reminders of his previously avowed intent to fight off the evil machinations brought to bear on those seeking to fly without glory and adulation, our leader declined to reject this feeble attempt by the Empire to break our ranks.

Notwithstanding this first unsolicited flirtation with the Dark Side he has now, with the encouragement of Lord Darth Vader (aka Clive Butler) and with his recently purchased ARF Extra 300 scale(?) model, completed the transformation by qualifying for his Gold Wings while flying this "plastic fantastic".

The ranks of the Jedi are reduced, yet we will hold out to the end.

The Force is with us.

(But the ranks of those willing to uphold the principles of freedom are thinning)

Back to the Oval Office.



It is difficult to write the column this month. The sad death of Ian Watts overshadows everything and makes ideas even harder to come up with than usual. Mind you, it makes you wonder if it is all worthwhile when our zealous Press Secretary edits out the whole

joke. The word was "nuclear" John, n.u.c.u.l.a.r!

I knew Ian for a little over 20 years. Others knew him for much longer and I will leave it to them to eulogize him. I just want to say that Ian was one of the good guys and a great friend of Scale. It was fitting that he was recognized while he was still alive to appreciate the honours. We awarded Ian the only life membership in VFSAA history last September and just a couple of weeks ago, VRF renamed their field Ian Watts (rhymes with Mott's) Flying Field. Ian was genuinely touched by both of these gestures. And of course, Ian achieved his MAAA Gold Wings last year.

We all know the average of aeromodellers is increasing and this fact probably explains the emergence of a new threat to our hobby. It used to be accepted that it was computer games that were keeping prospective recruits from all sorts of sporting activities including ours. The new threat is fishing. It seems that every time we schedule an event, half the membership can't attend because they are going fishing! Personally, I don't get it. When you factor in the cost of boats, equipment, accommodation and time, the cost per fish is astronomical. Maybe these people find aeromodelling is not expensive enough. Maybe it is the same mindset evident in the turbine fraternity. I don't know, but I guess it is better than shooting your friends in the face.

Everything seems to be changing. We now have gay cowboys! I don't think I can ever watch another western without wondering what the boys were really up to in the bunkhouse. I'm sure this would not have been allowed if former President Reagan was still alive. Anyhow, while discussing this with the First Lady, she rather sneeringly pointed out that there is not exactly an overwhelming female presence in aeromodelling. Now as many of you know, I have always maintained this is because women have to turn the Melways upside down in order to navigate, but the First Lady was suggesting something else altogether. She referred, quite maliciously I thought, to our weekend trips away, often sharing accommodation and other things which she wouldn't specify. At first I was deeply shocked. But then I saw on Foxtel, coverage of the gay rodeo association bare back riding from the US. And I thought, perhaps this is the way to attract more members to participate in rallies and competitions. We'll form the gay scale association! We'll run parallel events and members will have the choice of which they go to. Those who don't come to the VFSAA events will be assumed to have gone to the GSA version, and will be spoken of in appropriate terms.

Watch out for Brokeprop Landing at a cinema near you.

Happy flying Wattsie

Noel W.

From the Editors.

It's hard for outdoors types to understand but some people seem to find it difficult to accept that there are those of us who need to get out and commune with nature every now and then. If this can be combined with reducing the wild life population a little, then it's even better. Poor old Dick may be a lousy shot (or then again, maybe he's not as he got him fair in the face) but he still fancies the odd outdoor adventure.

Who can argue that spending a few quiet hours sitting in your boat catching fish to supplement your diet might not soothe the soul a little better than standing in the middle of a bare paddock crashing models that took years to build. With the cost per fish gradually reducing from \$1000's to \$100's it's almost comparable to model aeroplane expenses which for me, at the State Champs, were running at around \$150 per flight.

The cost of fishing was certainly not helped by our "Nanny State" government introducing new laws (with fines) regarding the wearing of life jackets. Between that, the Tollways and the proposed "Bill of Rights" perhaps those who moved to Queensland were smarter than the rest of us.



Peace and serenity!

We were intending to run reports on current building projects in this issue but with the sudden burst of activity on the competition and rally front we didn't have space this time. We will still do this and I ask members to send photos and a short report on any current or proposed projects. On reading

the minutes the last meeting looked rather quiet and we need members to bring models and other items of interest to liven things up. A bit of lively discussion regarding events or a few words about a present or future project can be interesting, and maybe educational.

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Ian Watts. 1925 — 2006

The VFSAA lost its first and only Life Member when Ian Watts passed away on Monday 6th March after a relatively short illness.

Ian became a lifelong modeller when at the age of 10 years he began flying gliders, progressing by 1938 to rubber powered models with an aircraft built from a Women's Weekly kit. In 1940 Ian joined the Elsternwick District club and continued to fly free flight models, including the International "Wakefield" class, with other notable modellers of the day in Ted Gregory, Alan Lim Joon and Norm Bell.

Ian joined the RAAF during WWII and served as an armourer with a Spitfire squadron stationed in Darwin. He had many tales to tell of his service days, most were humorous and were typical of servicemen during the war — fishing with hand grenades, playing football on flint hard fields, sneaking out of camp to go to a dance. Some were more serious such as the time a Spitfire shot holes in a hangar when the guns were left cocked after rearming. Another was his task of disposing of surplus bombs at the war's end. Ian had to roll the bombs into a hole, light the fuse on a stick of gelignite, and run to a nearby truck to put some distance between him and the coming explosion. He said he was a very quick mover in those days.

After leaving the service Ian married the love of his life, Betty, and commenced building houses in Melbourne. The business grew, the family grew with the arrival of four children and Ian resumed his modelling, building free flight and control-line models until introduced by Geoff Tuck, in 1955, to radio controlled flying using the very unreliable single channel radios of the day. Ian, along with other radio flyers of the time, was a founding member of the MARCS club which commenced flying at Boundary road in 1957. The MARCS quickly became the leading group of radio modellers in Victoria with Ian progressing to multi-channel reed equipment and becoming a proficient aerobatics pilot. He attended the Aerobatics World Championship, as a supporter, in Italy in 1973 and again in Switzerland in 1975. In 1977 Ian took on the role of Team Manager for the Aerobatic World Championship in the USA.

In 1979 Ian moved his business and family to Shepparton and began his long association with the Valley Radio Flyers. At that time the VRF was flying from various paddocks owned by local farmers and Ian with his usual foresight and enthusiasm convinced most of the members that they should purchase their own field.

With the aid of the MAA and VMAA and by selling shares in the co-operative to many modellers the Karramomus field was purchased and became a centre for major events in all disciplines of radio control flying.

Ian served as President of the VRF on many occasions and in 1982 was instrumental in starting what has become the foremost scale meeting in Australia, the Shepparton Mammoth Scale Rally. "Shepp" still continues to attract scale modellers from all over the continent to this two day event in September. Ian was successful in winning the Sydney Scale Pageant in 1982 with the first of many Heath "Baby Bullets" and he and Betty used the prize money to travel to the UK with Geoff and Phyllis Tuck.

With his main interest now in scale models Ian joined the VFSAA in 1982 and served as President in 1987-88, making the return trip from Shepparton to attend meetings.



In 1985 he went to the US as a member of an Australian Team to the Scale Masters taking a larger version of the Baby Bullet which he then flew to first place in the Australian Nationals of that year.

Always keen to build and fly large scale models Ian produced many outstanding models over the years including the Winjeel, Vultee PT-13, Space-walker, Kinner Sportster, many Piper Cubs and Baby Bullets plus various marques of his favourite Aeroncas. He was at the finishing

stages of his latest Aeronca when illness struck and unfortunately he was unable to see it to completion.

Ian was awarded Life Membership of the VFSAA in 2005 in recognition of his contribution to modelling in general and to scale modelling in particular. The VRF field has now been named "The Ian Watts Field" in his memory and those who fly there in the future should remember Ian for his unbounded enthusiasm for aeromodelling and his drive over many years to establish what is undoubtedly the best model flying facility in the land.

As a young man I first met Ian at Boundary road back in the late 1950's and, though we lost touch for some years, we quickly resumed our friendship when I returned to modelling some 16 years back.

I will miss the regular calls always prefaced by the words, "It's Ian Watts, mate. Calling from Shepparton."

VFSAA SCALE RALLY at CHAMPS.

(Photographs by Keith Schneider)

Our return to CHAMPS in 2006 was more successful than last year with eleven models on display. Most were ARF's entered in the Military Flying section while Trevor Pugh flew his ARF Chipmunk in Civil Flying and Rob Dickson chose to enter a Zlin Acrobat in the Civil Non-flying section.



Mark Radburn of the Greensborough club flew an ARF Harvard to win the Military Flying section.



CHAMPS member, Andrew Ward flew this ARF Mustang in Military Flying.

I missed this event while away on the NSW South Coast but I was told that the local members were enthusiastic, the weather was reasonable, and everyone enjoyed the day.

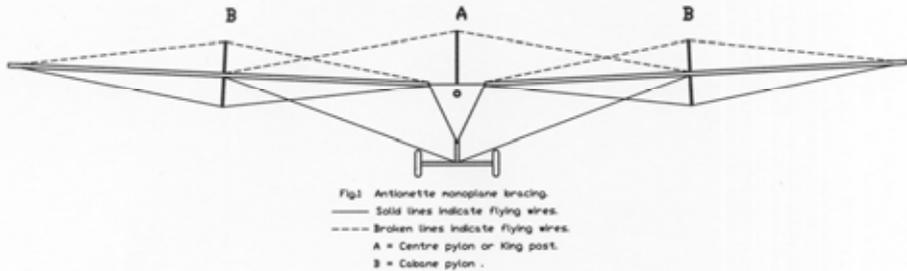
AWARDS

Military Flying.	Mark Radburn	Harvard
Civil Flying.	Trevor Pugh	Super Chipmunk
Civil Non-flying.	Rob Dickson	Zlin Acrobat



In addition to his Zlin, Rob Dickson also flew his Focke Wulf TA-152 in Military Flying.

CABANES, CENTRE SECTIONS and PYLONS.



(Gary Sunderland)

"Some people refer to the centre section incorrectly as the CABANE, which is a different structure altogether".

A Cabane is the bracing applied to an extension of a wing panel past the struts, as on a Curtiss "Jenny" and an RE8. The Royal Flying Corps Rigging Notes for the RE8 have this to say about the wing "overhangs" or extensions:- "The overhang of the Upper Main Planes is supported by two bracing wires, which pass over Cabane Struts, fixed above the interplane struts. These Cabane bracing wires should be tensioned so as to keep the outer portions of the Upper Main Plane..... (straight)."

"Aeroplane Design" by Andrews and Benson (1920) further provides the example of the Antoinette monoplane (see Fig.1 above) And indicates that all of the overhang bracing constitutes the "cabane" made up of cabane pylons and cabane wires. Note that single struts braced by wire are called "King Posts" while two or more struts joined together are called "Pylons", but they essentially serve the same function.

Harry Woodman, esteemed historian and modeler has accused me of being a pedant, to which I plead guilty. My argument is, that if someone calls a centre section a cabane, then what do they call a real cabane when they meet one.

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ARF SCALE RESULTS.

ENTRANT	MODEL	RND 1	RND 2	RND 3	TOTAL	
A. BOLLE	PITTS S1S	2139	2258	1986	2198.5	1
D. MOULD	EXTRA 330L	2212	2146	2136	2179	2
B. GREEN	GILES 202	2068	2034	2216	2142	3
S. GREEN	DH 88	2157	1869	2073	2115	4
N. WHITEHEAD	EXTRA 300	2002	1706	DNF	1854	5
T. PUGH	SUPER CHIPMUNK	1752	1587	1776	1764	6



Frank Curzon brought his new Fokker Einderker but was too busy judging to have an opportunity to fly it.

F4C RESULTS.

ENTRANT	MODEL	STATIC	RND 1	RND 2	RND 3	TOTAL	
N. WHITEHEAD	WINJEEL	2832	2338	2413	DNF	5207.5	1
G. SUNDERLAND	ALBATROS DIII	2581	2278	2283	2424	4934.5	2
R. POPELIER	P-47 THUNDERBOLT	1893	1659	2322	2295	4168	3
D. LAW	DH VAMPIRE	-	-	DNF	DNF	-	

LARGE SCALE RESULTS.

ENTRANT	MODEL	STATIC	RND 1	RND 2	RND 3	TOTAL	
G. SUNDERLAND	FOKKER DVII	2654	2193	1539	2187	4844	1
C. BUTLER	STEARMAN PT-17	2350	2285	1899	DNF	4442	2
A. MOTT	TURBULENT	1838.5	2322	2229	2299.5	4138	3
J. LAMONT	PIPER CUB	-	1992	2205	-	2098.5	4
R. JACKSON	RANS S7	-	-	-	-	-	



Gary Sunderland, Anthony Mott and Ian Lamont, the judges for the ARF competition, sitting comfortably in the shade.



Clive Butler's big Stearman with Noel Whitehead's F4C winning Winjeel at the rear. Clive flew the Stearman in Large Scale on Sunday but was unlucky to suffer an engine failure during a "touch and go". The big model was damaged when it finally landed in the outfield but is repairable.



Trevor Pugh flying his Super Chipmunk in the ARF event with Keith Schneider calling the schedule.

VFSAA SPORTSCALE Rnd 2 at KEILOR.

Sportscale at Keilor was our first event to include the new ARF scale concept and it was well supported in both sections by the VFSAA and the Keilor members.

We seem to have turned the corner as far as the weather is concerned at Keilor and after losing many earlier events to the wind the last couple have been almost ideal.

With twenty one entries we ran out of time and each section could only fly two rounds. Despite this, everyone seemed happy and a number of new competitors expressed a desire to attend further meetings.

The Keilor club turned on a good lunch and are happy to have us back next year. My thanks to Trevor Pugh for supervising the flight schedule and to those who acted as flight judges in both sections.



Damien Mould is a new arrival on the scale competition scene and flew his Bronco into second place in the ARF section.



Some of the Keilor members' models with Rod Mitchell's second place Tigercat in the foreground.



More Keilor models with Ivan Vidak's Cassut to the left and Joe Galea's Piper Cub on the right.

SCALE RESULTS

COMPETITOR	MODEL	RND 1	RND 2	TOTAL	
A. EMILIANI	EXTRA 300	2448	2367	2407.5	1
R. MITCHELL	TIGERCAT	2352	2412	2382	2
G. SUNDERLAND	ALBATROS	2331	2235	2283	3
N. WHITEHEAD	WINJEEL	2388	2121	2254.5	4
I. VIDAK	CASSUT	2121	2220	2170.5	5
J. GALEA	PIPER CUB	1617	2100	1858.5	6
C. PORTELLI	EXTRA 300	1786	1854	1820	7
A. SMALLRIDGE	SUKHOI	1830	DNF	915	8
T. GRIEGER	EINDEKKER	1095	DNF	547.5	9

ARF RESULTS

COMPETITOR	MODEL	RND 1	RND 2	TOTAL	
B. GREEN	GILES 202	2129	2207	2168	1
D. MOULD	BRONCO	2035	2261	2148	2
P. DEALY	GILES 202	2061	2127	2094	3
A. BOLLE	PITTS S1S	2100	1956	2028	4
P. GOLZ	EXTRA 300	1896	2019	1957.5	5
B. REABY	STEARMAN	1785	1841	1813	6
J. BELLAMY	EXTRA 300	1837	1698	1767.5	7
S. GREEN	DH 88	1356	2161	1758.5	8
J. MATHEWS	CHIPMUNK	1503	1812	1657.5	9
R. GALLO	EDGE 540	1596	1656	1626	10
K. GOFF	CORSAIR	1353	1488	1420.5	11



There were a lot of spectators from the Keilor club. Maybe they were inspired to have a go next year?

ROUNDEL MASKING - by Ross Woodcock.

(Continuing on with helpful hints from Ross, this one is for the warbird builders and describes his methods of producing impeccable roundels as used on his Sea Hurricane.)

If you build from kits then it's almost for sure that some form of decal or transfer is supplied, to cover the somewhat fiddly jobs of colour schemes such as roundels and the like. Even so on many occasions these decals as supplied may not be correct, or you may choose to show your individuality (good for you) and do a completely different colour scheme to that suggested by the kit box front or supplied decals / transfers.

If you are going to use water slide transfers take care to cut away the clear carrier film (almost clear sometimes slightly yellow) that surrounds the transfer image. Unfortunately decals of the self adhesive Mylar type tend to be rather thick and give the appearance of standing proud of the surface, but it all depends on what satisfies you, after all that's what it's all supposed to be about, nobody will ever see your model as closely as you, for the casual observer only sees an over view whereas you live with and perhaps view it on a daily basis.

The different methods of painting roundels are as varied as the individuals who pursue this hobby and the paint types used. I paint with Auto Acrylic Lacquers so I will outline the method that I use. Many fellows to-day use two pack paints and although I have never used this paint I believe my method of roundel masking and painting would still apply. The reason I use lacquers as opposed to enamels is that it's quicker, by virtue of its faster drying ability; you can paint many colours in a one day session. Also a major problem with complex masking is the eventual damage that can be done to the base colour surface when the mask is removed; this is a very annoying occurrence that can be almost totally eliminated whilst using lacquers.

The method I use for tape removal is to melt it off with mineral turps. Carefully lift the tape until you can grasp it with your fingers and as you pull it back over itself wet where the tape is attached with turps applied with a small brush. The turps wicks in under the tape and melts the adhesive and if it is done carefully will come away with the primary surface intact. When the tape is removed a wipe over with a turps damp cloth will remove any residual adhesive. I haven't as yet devised a method of easily removing the sticky mess of removed tape from my fingers into the bin, further experimentation is required.

That's fine for lacquers but it won't work for enamels because the turps will attack the enamel paint and you end up with an unholy mess. I have been told that 'Wax and Grease' remover will work in this situation but I have never had occasion to try it. This turps removal method is particularly useful when you are using plastic adhesive shelf covering sheets such as "Fablon" or "Contact" etc, which often leaves residual adhesive on the painted surface whether you melt it off or not.

Over the years I have developed the habit of using electrical tape as a masking tape. There are many propriety brands of tape that can be purchased in many widths but my use of electrical tape more than likely came about by requiring a tape capable of following a pronounced contour on a Sunday. Enter good old plastic electrical tape. I have a sheet of glass and I simply stretch out a length of tape onto the glass surface and using an appropriate length straight edge I then proceed to strip off what ever width tape I need. 3 to 6mm width will bend around the most complex schemes. The amazing thing is it doesn't seem to severely blunt the cutting blade. Be aware that it is best if the tape is not excessively stretched at the time of being laid on the glass and when being used as a mask as it will tend to want to return to its natural length and in the long term tend to pull away from complex contours.

Ordinary paper masking tape is not a good medium to cut a paint line as the paint tends to bleed under the edge. This tape however is used extensively to secure the blanking paper used to cover the vast area that you don't want paint on. Speaking of blanking paper try not to use the common

medium, news paper, as on occasions the newsprint transfers onto the previously painted surface. One other often used masking medium is the clear "Scotch" type tape. We found that if you must use this type tape it is best to run the tape between your fingers a few times to reduce the adhesive and as such hopefully preclude it lifting the base surface when it is removed. A young friend of mine with considerable experience with plastic models says he uses talc to reduce the adhesion of this clear tape. (Actually he was young when I first wrote this, now he is married with two kids. Doesn't time fly?). Apparently he lightly dusts the surface up to a within 2mm of the proposed paint line then lays the tape down, the talc precludes total adhesion across the width of the tape. Sounds good but I imagine it is fiddly dusting the surface accurately, I guess it all comes down to practice.

However if you want to paint roundels it is difficult to use masking tape as such. There is a product called Frisket paper available from Art shops. This is a very thin, low adhesive plastic sheet that is applied to the surface and marked out with a pencil. Then with a sharp knife (Exacto No 11) you cut away and remove the unwanted areas before painting. This requires considerable skill and a deft touch to not cut into the surface and is particularly dangerous on fabric surfaces, To cap it off it is expensive. I have been told that you can lift a Frisket mask and transfer it to another location; however this has never worked for me. Over the years I have used three methods to paint roundels - Liquid mask, Drawing pen, Cutting a mask.

Liquid mask.

I have only use this method on a few occasions notably on the B-17. The top of the left wing and the engine cowls presented a considerable challenge. The wear (damage) to the paint on the original aircraft was not only the olive drab finish but also a good proportion of the star and bar national insignia was worn away. Using this medium I masked off the extremities of the area and sprayed a good, reasonably thick, coat of liquid mask. I then photo copied the paint scheme from a book, blew it up on a copy machine until it fitted the wing and with carbon paper transferred the scheme onto the wing panel. Now, like Frisket paper, you must carefully cut through the masking material without scoring the wing surface. It needs care but I was very happy with the end results. When painted the mask is carefully lifted with the point of a sharp knife and peeled away. This is why it is important to mask off the general area for if you spray the general area the mask, where it thins out to an edge, will be almost impossible to remove. Believe me, and guess how I found out?

Drawing pen.

Eliminates masking and uses the ink pen and compass from a technical drawing set. The pivot point on the model's surface must be protected to eliminate an unsightly hole or damaged fabric. A small piece of very thin ply held down with masking tape will suffice. As before determine the respective circles radii. The enamel must be reasonably thin, perhaps not as thin as would be required for spraying. There is a need to experiment here, just as there is with determining the correct gap setting for the pen. Practice on a scrap piece of cardboard.

Paint the white first, there are two good reasons for this. Firstly, once dry the red and blue can be painted in one sitting and secondly, there is a certain skill in starting off the pen without getting an unsightly blob. If you do get a blob the red and blue will cover it up. This mystical blob can be a problem at times and, as I said before, experimentation should sort it out for you. Once again I have found two methods of handling "the blob". First determine where you are going to commence the circle on the surface with the pen before you dip it in the paint. With a pin put a small drop of paint slightly (very slightly) on the inside of the commencement point. Dip the pen and clean off the excess paint from the outside of the pen, don't try to use the pen without the excess wiped off otherwise you will get an even bigger blob.

Commence drawing the circle where you put the small amount of paint, this will assist in the paint flow from the pen.

On large roundels you won't get all the way around in one go. After again dipping and cleaning the outside of the pen recommence drawing by backing up some 10 plus mm on the already drawn line. Don't attempt to start again where the line stopped for you will assuredly get another blob.

The second method of blob removal is to wipe it away towards where you are going to fill in with the solid colour. Now wiping away sounds so much simpler, so why didn't I do that in the first place instead of rambling on so? Because wiping away requires using some kind of solvent to assist in the operation. If using a cotton bud allow the solvent time to vent off so that it is almost dry before wiping the offending blob away, hopefully without damaging the already painted surface.

Once the circles are drawn you must now hand paint in the areas, which is so much easier once the borders are established. A slight variation of the above method is used by a modelling friend who produces the most delightful light weight, mostly indoor models is to substitute the drafting pen for a small brush coupled to the compass. His results are to say the least impressive.

The fast drying properties of lacquers virtually eliminates this method, however the Humbrol and Airfix type plastic model enamels, either matte or gloss, work well using this method. These enamels when first opened and stirred are usually thin enough for use in a pen.

Cutting a mask.

My preferred method using Auto Acrylic Lacquers. This method requires you cut suitable masks and for some reason this is where many modellers balk because it seems complicated, but there is a very simple method.

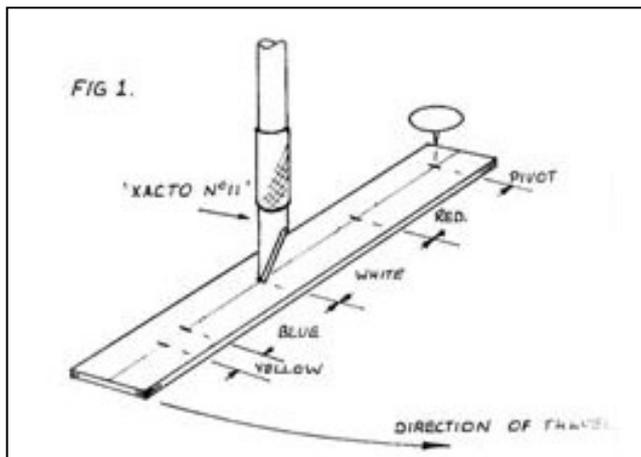
Once again determine the radii of the circles to be masked. Take a piece of thin ply 1-1.5mm about 10-12mm wide with a length approx. 25mm in excess of the largest radii and mark a centre line along the length.

From one end mark 10mm on the centre line this will become the pivot through which you will push a drawing pin (but not just yet).

Mark out on the centre line the radius of each colour component from the pivot point.

Tape a sufficiently sized piece of Contact or Fablon shelf paper to your cutting board. Determine the centre of the paper and push the drawing pin through the marked pivot point at the marked centre and into the cutting board.

It is important to start at the mark closest to the pivot. Push the point of a sharp knife (Exacto No 11 again) with the knife vertical and the blade across the ply strip. The blade need only protrude less than 1mm, sufficient to cut through the mask material (Fig 1).



Rotate the whole shooting match until you have cut a perfect circle then move the knife out to the next position and repeat etc, etc.

I have found it is better to cut an additional circle approx. 8mm larger than the maximum required because it is easier to position a relatively narrow ring on the model rather than a big square of sticky plastic with a big hole in the middle. Cut a square hole in the centre of the smallest disc approx. 8mm square.

Determine the centre of the roundel on the models surface and, leaving the backing paper on, position this first inner disc on this mark and attach to the models surface using a small piece of masking tape over the square hole. Temporarily position each subsequent mask with small pieces of masking tape to establish the position of the outer mask, the extra 8mm strip you cut.



Cut the outer strip and proceed to pull back the paper backing as you lay the mask down around the temporarily attached roundel masks. The reason I cut this strip is that there is a slight amount of stretching taking place and you will end up with excess material.

Normally, after masking the remainder of the model I paint the white first and I simply paint the whole area white. When dry, and leaving the backing paper on, tape down the mask representing the blue area and using that as a guide you can now position the white mask, remove the blue area guide and spray the blue. When dry mask over the blue area using ordinary masking paper and tape and spray the red area.

Now, reverting back to the beginning of this article, carefully remove the masking as described using turps. Don't forget to give the whole area that has been masked a rub over with a turps damped rag to remove any residual stickiness.



SUICIDAL SOUTH AFRICANS.

(This little snippet comes from my South African friend, Koos Pretorius, who says it's all kosher. I know that it's easy to make things happen with computer graphics but if these pictures are fair dinkum then all I can say is that there are a few South Africans with a death wish.)

Early morning anglers were treated to the spectacle of four T6 Harvard aircraft from the Flying Lions Aerobatic team waterskiing across the Klipdrift dam near Johannesburg, South Africa.

Lead by Scully Levin, with wingmen Arnie Meneghelli, Stewart Lithgow and Ellis Levin, this renowned airshow display team rehearse a sequence for the newly launched "Aviation Action" television programme on "Supersport".



The pictures were published on the Aviation Dimension website in South Africa and they are running a poll of readers. So far there have been 132 votes cast with opinions as follows -

Absolute champions. 28%

Totally nuts. 25%

Heroes beyond belief. 2.3%

Best flying stunt of the century. 25%

I don't believe it's real! 19.7%



Meneghelli, from Academy Brushware, owner of the aircraft had this to say, "What we did today I believe is a world first. It illustrates that South African airshow pilots are among the best in the world".

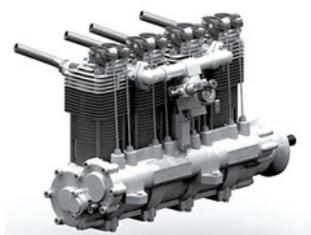
This unusual act, approved by the South African Civil Aviation Authority and supported by Castrol Aviation, was meticulously planned and took place under the watchful eyes of divers and paramedics that were on site.

What do you think?

New OS IL-300 multi-cylinder four stroke.

OS have produced a four cylinder, inline four-stroke motor to celebrate the 70th Anniversary of their first production engine.

Three prototype models were produced in 1995. Based on these prototypes, many improvements and updates have led to the IL-300. Production will be completed in the autumn of 2006.



Displacement	50.2cc (12.5 x 4)
Bore	25.8mm
Stroke	24.0mm
Practical RPM	1,800-8,500 r.p.m.
Power Output	-
Weight	2,350g.

It looks ideal for WWI aircraft or, even better, a large scale De Havilland Moth. Don't know the price and it won't be cheap, but what's a few dollars more on the cost of your scale masterpiece.

VFSAA SCALE RALLY at Bacchus Marsh.

(Photographs by Gary Sunderland)

Another event that I missed while away was our visit to Bacchus Marsh. This was arranged at very short notice through the President Joe Buttigieg and I thank Joe for his prompt acceptance of our request for the use of the Bacchus Marsh field.

Nineteen models were entered and again I am told that it was a very successful day. Awards were made in all four categories and we look forward to our return to Bacchus Marsh later in the year.



ARF version of the great Reno racer "Rare Bear" by Jon Bellamy of the Keilor club won in Civil Non-flying.



ARF Boeing "Peashooter" By Bruce McLachlan of Bacchus Marsh club is powered by a Saito twin.



These two old timers flew around the circuit together at about the same speed. Andrew Smallridge's Camel is powered by a Laser 200 vee twin and weighs 6.5kg, compared with the Red Baron's Moki 180 powered Albatros at 9.5kg. The Camel proved agile enough to avoid the gunsights of its pursuer.



Jim Brennan flew this 1/4 scale Grunau Baby IV to demonstrate aero towing and soaring flight.



Noel Whitehead presents Jon Bellamy with his award for Civil Non-flying.



A nice ARF "Lightning" by Norm Lewers made many flights on the day.

AWARDS

Military Flying	Ivan Vidak	Tupolev TB-3
Military Non-flying	Anthony Mepstead	Curtis P-40 "Warhawk"
Civil Flying	Charles Meson	Piper Cub
Civil Non-flying	Jon Bellamy	Grumman "Rare Bear"

WHAT'S ON?

April 1st-2nd	Ballarat Display	BALLARAT
April 2nd	Keith Hearn Memorial	MARCS
April 6th	VFSAA General Meeting	FNCV
April 13th-25th	59th Australian Nationals	SOUTH AUSTRALIA
April 16th	VFSAA Scale Rally	PARCS
April 30th	VFSAA Sportscale Rnd 3	BALLARAT
May 6th-7th	Scale Rally	TASMANIA
May 21st	VFSAA Scale Rally	P&DARCS
June 1st	VFSAA General Meeting	FNCV
June 10th-11th	VFSAA Trophy	SHEPPARTON

NEXT MEETING

General meeting, Thursday, April 6th, 2006, 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 12th, and May 10th, commencing at 8:00 pm at the home of Noel Whitehead, 13 Seattle Street, North Balwyn.

NEWSLETTER

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

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