

SCALE NEWS



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

VFSAA SCALE TROPHY 2005.

(John Lamont)

A very wet drive up the highway on Friday afternoon, torrential rain on Friday night and magnificent flying weather on Saturday and Sunday. What can you say? Probably the only thing to say is the most obvious — "where were you"?

A great field, our major competition, great weather, and nobody came!

That's not quite true as the regular group of seven showed up to fly and another five came to help, but from a membership of sixty three it was not a good representation.

After the heavy overnight rain it continued to sprinkle down on Saturday until 10:30 when the rain went away and we commenced flying in windless conditions.

After a few quick check flights we started the first round off the east-west strip to ensure that the sun, low in the morning sky, was not a problem. With only ten entries it was a quick round before lunch with Davd Law's Vampire a clear leader from my Spacewalker and Noel Whitehead's Winjeel. Clive Butler had a problem with the motor in his big Thunderbolt cutting out, local member Brian Dart could not coax his Jungmeister's engine into life and Trevor Pugh knocked the front off his Super Chipmunk in a heavy landing.

After lunch the second round was uneventful with most getting in a full schedule. Ian Watts had a motor failure early in his flight and Brian again failed to start his motor.

Trevor headed back to Melbourne to attempt repairs and maybe a return on Sunday but I think the damage was too great for the time available.

Completion of the second round saw David consolidate his position, Anthony Mott moved to second place with his Turbulent and my Spacewalker just hung on to third.

We enjoyed a group dinner once again at the Peppermill and returned to our various lodgings hoping that the fine weather would continue.

Sunday dawned rainless with a light wind which freshened as the morning progressed but was never strong enough to prevent flying. David flew another high scoring flight with the Vampire to put the first place out of reach and Noel flew another good flight to move into second with Anthony third. The first two places were virtually decided and it was a battle between Anthony, Gary Sunderland and myself for the minor placing. Trevor did not return and Brian retired the Jungmeister.

Another stop for lunch and it was back for the fourth and final round. David discovered a leak in his fuel tank and wisely decided not risk a fire in the model by flying again. Noel put in his best flight, Anthony had another good flight and I managed to crash my Spacewalker when the aileron control system went haywire.

It was all to hinge on the static scores.

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Special Dates and Points of Interest-

VFSAA General Meeting and AGM

Thursday August 4th at FNCV.

VFSAA Scale Rally at Greensborough Sun August 7th.

VFSAA Scale Rally at Bacchus Marsh Sun August 21st.

Shepparton Mammoth Scale Rally Sat 17th-Sun 18th September

Trans Tasman Trophy and World Champs Team Trial at Shepparton Mon 19th- Tues 20th September.

Minutes of June General Meeting.

Date: 2-6-05

Location: FNCV

Time: 8:10pm

Attendance: 23

Apologies: Mike Ludbrook, Bill Eunson

Previous minutes: Read

Matters arising: Nil

Correspondence in:-

- State Field application form, acceptance from NFG to use the field.
- VMAA newsletter.
- Verbal approval from Lilydale to hold a Scale Rally October 9th.
- Approval from Greensborough to hold a Scale Rally August 7th.
- Notice from PARCS re Auction 23rd July at Chelsea Heights Community Centre.

Correspondence out:

- E-mail to VMAA Secretary requesting State Field application form
- Reminder letters to P&DARCS, Croydon, Ballarat and Bacchus Marsh re Scale Rally's.
- Advice to Greensborough canceling alternate date for the Scale Rally in August.
- Advice to Bacchus Marsh changing Scale Rally date to August 21st.
- State Field application form to the VMAA.
- Letter to Lilydale requesting the use of the field to run a Scale Rally October 9th 2005.
- Thank you letter to P&DARCS.

CD'S report:

- A reminder of the VFSAA Trophy at Shepparton in June, also reminder of the Croydon Rally and the Team Scale/ Rally at the State Field.

Treasurer's report:

Opening Balance 7/04/05: \$3782.59 Receipts: \$314.79 Expenditure: \$100.00 Closing Balance: \$3997.38

Accepted: Anthony Mott Seconded: Jerry Visick

General business:

- John Lamont reported on the VFSAA Trophy and the poor attendance, this was not appreciated by the VRF members. Goody bags handed out to all.
- A reminder of the Judging School to be run on June 18th, need a good attendance.
- Trans Tasman to be held in September at Shepparton after the Mammoth.
- The AGM will be held in August after the General Meeting.
- Gary Sunderland reported the MARCS Fly in, mostly ARF models.
- David Anderson spoke of the new Australian Scale Association for ARF only.
- General discussion on 3 view drawings for static judging.
- Many thanks to Frank Singh for the supper

Show and tell:

- Angelo Favalaro showed a new urethane glue and progress on his Stinson Reliant.
- Jerry Visick showed the centre section and undercarriage of his Typhoon.

Meeting closed: 9.35 pm

VFSAA ANNUAL GENERAL MEETING.

The next meeting on Thursday August 4th at the Field Naturalist Club of Victoria is also the Annual General Meeting for 2005 of the VFSAA Inc. All members are invited to attend. Office Bearers will be elected for the year 2005-2006 and annual awards will be presented at this meeting.

Forms for nomination for office and proxy voting are included with this newsletter and may be returned to the Secretary or presented at the meeting.

From the Bear's Lair.



The August meeting is the AGM for 2005 and I hope to see a large number of members in attendance to select the Executive and Committee to carry the Association into the future. This will be my last report as President as I will not be nominating for the Presidency but hope to continue in some capacity on the Committee.

The last few years have seen our membership grow steadily from a low point in the thirties to the present high of sixty three which I believe is a very good number for a special interest group requiring both building and flying skills from its members. This figure has been achieved by dint of hard work on the part of the committee in introducing and supporting our scale rallies and by the acceptance of ARF models into our Sportscale events.

The Association finances are also at a high level, having been diligently managed by the Treasurer. As a "not for profit" organisation we have been able to maintain a satisfactory credit balance while still providing trophies and prizes for our many events.

The forced change of venue from, the SAAA at Clifton Hill to the FNCV at Blackburn, was well accepted by members and has seen an increased average attendance at our General Meetings.

While our Scale Rallies have been well received by the host clubs and are reasonably well attended by members, attendance at our traditional scale competitions has declined to the point where only the same six or eight members can be expected to turn up. This is a deplorable situation for such a large group, ostensibly interested in the building and flying of scale model aircraft, with a majority of

members reluctant to appear despite the work and organisation contributed by the same few.

The recent VFSAA scale event at Shepparton, our major event for the year, was a clear demonstration of this trend. As is often the case at this venue, a possible poor weather forecast did not eventuate and the event was held over both days in almost perfect flying conditions. Seven of our members arrived with models and five came to assist with judging, etc.— a total of twelve. We promoted this event, bought trophies and spent a considerable part of our funds on goodie bags to be given to all attending. Remember the message from the film "Field of Dreams", *"build it and they will come"*, well it doesn't work with our members.

I have enjoyed my two years as President but this lack of interest in the competitive aspect of our activities has been a constant concern, and I hope the incoming President can convince the membership to give increased support to those events.

My thanks to Keith Schneider for his sterling efforts as Secretary, to Anthony Mott for his conscientious work as Treasurer, to Trevor Pugh for taking responsibility for the procurement of trophies, to Ian Lamont for his work at competitions and rallies and to Noel Whitehead for opening his home for our meetings. Thanks also to those members of the Committee who regularly attended at meetings and flying events. I'm sure the next Committee will perform similarly and our Association will continue to flourish.

Good flying,

John Lamont

From the Editor.

Another AGM is upon us and as well as all executive positions the role of Contest Director is also available. After two years in the job it would be pleasing to see another member step into this position.

Although the job does carry certain responsibilities it is not difficult and just takes a little organisation to keep things running smoothly. With membership numbers at such a high level it is hoped that someone is enthusiastic enough to take on the position.

Our new meeting venue at Blackburn has been a success however it has been observed that background discussions between members has made it difficult for speakers to be heard. It can become annoying and irritating for those speaking at the meeting and it would be courteous to wait until official business is concluded before commencing general conversation.

I trust that 2005-2006 continues to see the Association grow, with favourable weather conditions contributing to a rise in participation at our contests and rallies.

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VFSAA SCALE TROPHY 2005.



With only two static judges and the MAAA static scoring system not matching up to the new FAI flight score, a bit of fiddling was required to equate flight points and static points. This did not have any effect on the results which saw both David's Vampire and Noel's Winjeel receive high static points putting the two top placings beyond doubt. The final position was tightly fought with Gary Sunderland's higher static score for his Fokker DVII moving him past Anthony and myself and into third place

We finished around 2:30 and, after presenting the trophies and distributing goodie bags to all participants and helpers, were soon on the road after another great weekend. A stop at Nagambie for late refreshments and we were home for dinner.

Thanks to Mike and Tony Farnan of Model Engines for their assistance with the goodie bags, to Keith Schneider, Frank Curzon, Tony Grieger, Ian Lamont, Graham Godden and John Gottschalk for their attendance and assistance in running this event and to the members of the Valley Radio Flyers for their participation and the use of their excellent field.



CONTESTANT	MODEL	RND 1	RND 2	RND 3	RND 4	FLIGHT AV.	STATIC	TOTAL	
D. LAW	DH VAMPIRE	2669	2646	2630	DNF	2657.5	2977	5634.5	1
N.WHITEHEAD	CAC WINJEEL	2193	2481	2490	2493	2491.5	2942	5433.5	2
G.SUNDERLAND	FOKKER DVII	2070	2175	1875	1947	2122.5	2665.5	4788	3
J.LAMONT	SPACEWALKER	2313	2421	2340	1926	2380.5	2238.5	4619	4
A.MOTT	TURBULENT	2284	2493	2184	2332	2412.5	2008	4420.5	5
C.BUTLER	P-47 THUNDERBOLT	516	1968	2084	2301	2192.5	2141.5	4334	6
R.POPELIER	P-47 THUNDERBOLT	2049	2325	2057	1885	2191	2054	4245	7
I.WATTS	PIPER CLIPPED CUB	1446	DNF	1710	1659	1684.5	2026	3710.5	8
T.PUGH	SUPER CHIPMUNK	1882	DNF	DNF	DNF	991	-		
B.DART	JUNGMEISTER	DNF	DNF	DNF	DNF	1049.5	-		

The magic of digital photography!!!!

The more discerning reader might wonder, on closer inspection of the magnificent panorama of the VRF vista heading this page, how Noel Whitehead managed to fetch another cup of coffee while seated comfortably in his chair. I didn't doctor the picture but I might offer a small prize to the first to explain "why is it so?".

VFSAA Scale Rally at Croydon.

What a difference a year makes! Last year at our first visit to Croydon we had a modest turn out and a strong cross wind which made it almost impossible to fly large models. This year it was perfect - no wind, nice sunshine and a good entry made it an excellent day. We were finally able to make use of the long strip and flying of scale models, both large and small, continued well into the afternoon.

A number of older scale modelers were in attendance with Arthur Green, John Monckton and Bruce Cullen making the most of the magnificent conditions. David Law brought a large, turbine powered version of the Eurofighter and gave a fine demonstration of jet flying. David Anderson flew some nice aerobatic manoeuvres with his OS Pegasus powered Christen Eagle, as did Trevor Pugh with his repaired Super Chipmunk, while the rest of us just enjoyed cruising around the sky with our various scale aircraft.

Local member Michael Lynch flew a large racing version of the Corsair which he built for the recent Golden Era Races in Adelaide. The model showed a fine turn of speed and was able to hold together in some tight, high 'G' turns which would have had the pilot's head down around his backside in a full size aircraft. Just goes to show how strongly built are most models.

The only loss for the day was when the small Pitts S2A of Paul van Est lost power well up the field and hit a fence when attempting a landing

The ladies of the Croydon club provided a very nice B-B-Q lunch and after presentation of awards at 3.00pm we retired to open the field for general flying. It was a great days flying for both large and small models and those who didn't come missed out on one of the best days we have had this year.

AWARDS.

Military Flying	A. Green	S.E.5a
Civil Flying	J. Monckton	Gipsy Moth
Flying Award	P. van Est	Pitts S2A



John Monckton brings his Gipsy Moth in for a smooth landing.



Arthur Green's winning S.E.5a on a fly past.



David Law flew his new Eurofighter and put on a fine display.



Brian Green readies his Miles Hawk for flight.

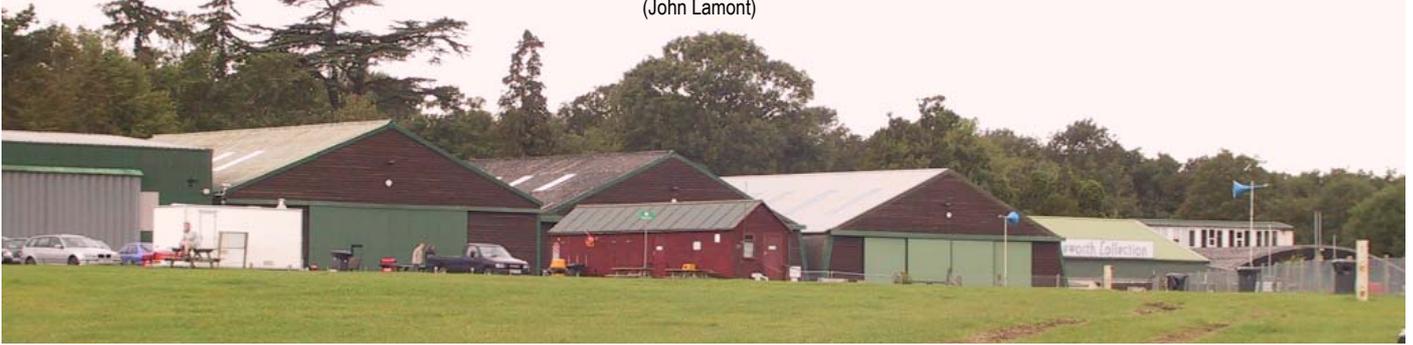


Local member Michael Lynch flew this modified Corsair built for the recent Golden Era race meeting. Michael placed sixth at his first attempt at this event.



The Shuttleworth Collection at Old Warden.

(John Lamont)



In existence for seventy-seven years, the Shuttleworth Collection is the world's only exhibition of flyable historic aeroplanes dating from the birth of powered flight and extending into World War II.

Founded in 1842 to supply iron water pipes, the firm of Clayton and Shuttleworth commenced building road steam engines and some railway locomotives. In 1916 they were building parts for submarine scout airships and later in that year Sopwith Triplanes were built for the RNAS. From 1917 to 1919 the company built more than five hundred Sopwith Camels and one of the Shuttleworth built Camels, flown by Captain R. Brown is credited with shooting down Manfred von Richthofen, the Red Baron.

During the war the company also built Handley Page O/400 bombers and had completed one Vickers Vimy out of 150 ordered when the end of the war removed the requirement for these machines.

In the 1920's and 30's Richard Shuttleworth, the son of a now wealthy land owning family, had the foresight to obtain some exceptionally worthwhile examples of early aircraft and motor cars and built hangars and workshops on a small grass aerodrome at Old Warden near Biggleswade in Bedfordshire. He obtained items to make them work—his cars participating in the annual Brighton runs and his aeroplanes flying regularly at displays.

Remembered mostly for his acquisition of historic aircraft and motor cars, Richard Shuttleworth was also a successful racing driver with a base at the famous Brooklands track. It was at Brooklands in 1932 that he bought his first aeroplane, a de Havilland Moth, that

he used to fly on journeys between Brooklands and Old Warden.

Activities at Old Warden stopped on the outbreak of war in 1939 and the aircraft, vehicles and supporting items were stored. Richard joined the RAF to qualify as a Service pilot, but was killed in a flying accident in a Fairey Battle light bomber in 1940. The buildings and aerodrome at Old Warden were used for testing various light types then in service with the RAF. A second hangar and other buildings were erected during this time.

After the war Mrs. Dorothy Shuttleworth founded and endowed the Richard Ormonde Shuttleworth Remembrance Trust in her son's memory. The Collection is financed from gate receipts and shop sales and the ruling policy lays stress on restoring and maintaining the most significant historic aeroplanes with a smaller department giving similar treatment to selected early road vehicles.

In the 1970's two new hangars and workshops were constructed and in 1980 another new hangar was built to increase display area. In 1982 a new display building was completed to house aeroplanes of de Havilland origin. To provide capability for operating heavier and faster aircraft there have been expansions to the aerodrome but it still retains the timelessness of a smallish all-grass aerodrome in a rural area.

The aircraft to be seen at Old Warden form a unique range and most of the aeroplanes on display are the World's sole surviving flying examples of their type.



An original DH88 'Comet', one of three that flew in the 1934 MacRobertson Air Race from England to Australia. The winning aircraft, "Grosvenor House" was restored for static display by De Havilland apprentices in 1951. Further work saw it returned to flying condition and it now resides with the Trust.



A mock-up of the Messerschmitt Me 163 showing the Walter rocket motor which produced 750kg of thrust for 71/2 minutes, propelling the 4300kg aircraft to nearly 1000kph.



◀ This 1912 Blackburn monoplane was restored in 1949 and is the oldest genuine, original, British aeroplane flying anywhere in the world.

The 1915 Avro 504K had an unusually long career with four aircraft still in military service at the start of WWII. So there's a new slant on what you can fly in WWII events.



◀ Another "Magnificent Men" replica, the Avro Triplane IV of 1910 was the first aircraft by A. V. Roe, one of the most famous of Britain's early pioneers.

This Avro Tutor of 1931 was recently repainted with the markings of the 1930's RAF central Flying School aerobatics team.



◀ The reproduction Bristol Boxkite of 1910 built for the film "Those Magnificent Men in their Flying Machines"

Richard Shuttleworth, founder of the collection, was also a Director of the Comper Aircraft Co. that designed and built the Comper "Swift".



◀ A genuine 1910 Deperdussin acquired by the Trust and rebuilt to flying condition in 1937. It still flies when weather conditions are suitable.

Another original, the DH 53 Humming Bird was the first light aircraft built by the de Havilland Aircraft Co.



The 58th Nationals at Richmond – NSW.

(John Lamont)

It's the middle of winter, it's windy and cold. Where am I?
I'm at Richmond for the Australian National Championships for 2005, or should that be 2004 - I'm still not too sure - but I do know that it was the 58th Nats.

After all the uncertainties regarding venues and split frequencies Tony Grieger and I finally arrived in Richmond on a cold and very windy Sunday July 10th. After driving around for some time we finally found the registration centre closed and deserted, so we returned to our very comfortable cabin at the caravan park in Marsden Park to prepare for static judging on Monday.

Having sussed out the area on Sunday we had no difficulty in returning to the Sports Centre for registration and static judging to find everyone busy filling in forms and assembling a lot of very nice scale models. The static judging proceeded in an orderly manner and was completed around 5.00pm. The weather was looking good with bright sunshine and no wind when we left so it boded well for F4C on the following day.

Tuesday dawned foggy and calm and this continued for a while after we reached the Doonside field of the Blacktown Aeromodellers Club. As the mist cleared the contest commenced with thirteen entries. On completion of the first round the static scores were posted and we were dismayed to see that Noel Whitehead's Winjeel had been effectively put out of the competition with an extremely low static score. Noel's flying scores improved with each flight on the unfamiliar field but he had no chance of a high placing. Gary Sunderland flew his Bristol Scout to a mid field placing and, after missing my first flight, my Gull was again disqualified when the judges decided that the motor was too noisy.

Dean Erby flew his Albatros well to take first place from Alf Williams's Swordfish and Tom Prosser's Pace Spirit. These three flyers will constitute the Australian team for the Trans Tasman Trophy to be held at Shepparton in September.

F4C RESULTS.

ENTRANT	MODEL	STATIC	RND 1	RND 2	RND 3	TOTAL	
D. ERBY (NSW)	ALBATROS DVA	2872.5	2481	2500.5	2536.5	5391	1
A. WILLIAMS (NSW)	FAIREY SWORDFISH	2721	2532	2221.5	2620.5	5297.3	2
T. PROSSER (NSW)	PACE SPIRIT	2745	2517	2493	2532	5269.5	3
P. GOW (NSW)	AT- 6 TEXAN	2744.5	2354	2372	2433.5	5147.3	4
N. WHITEHEAD (VIC)	CAC WINJEEL	2575.5	2300.5	2364	2535	5102.3	5
G. HARROD (NSW)	DH CHIPMUNK	2575.5	2300.5	2410	2468.5	5014.8	6
G. SUNDERLAND (VIC)	BRISTOL SCOUT	2500.5	2475	2116.5	2442	4959	7
J. CONSIDINE (NSW)	P- 47 THUNDERBOLT	2367.5	1787.5	1970.5	2362.5	4534	8
J. KASTELAN (NSW)	AERONA CHAMPION	2109	2064	2143.5	2248	4329.8	9
J. LAMONT (VIC)	PERCIVAL GULL IV	2668.5	DNF	2205	DISQ	3771	10
W. MANSELL (NSW)	DH TIGER MOTH	1936.5	1365	1549.5	2052	3737.3	11
W. SCHUBACH (VIC)	STAMPE SV4	1875	1515	1780.5	DNF	3522.8	12
A. COGGINS (NSW)	DH MOTH MOINOR	—	1387.5	1449	1191	1418.3	

Large Scale on Wednesday started out again in fog but after the first round a strong cross wind blew up and it became very difficult for the lighter and slower aircraft. Roger Carrig flew well with his Cessna 182 but Gary and I struggled with the Fokker DVII and Cub. The heavier and faster warbirds of Alf Williams, Ray Botten and Don Murray handled the conditions much better to take the first three places.

One disappointing aspect was the refusal to allow Rick Pimblott to fly his modified ARF Beaver in Large Scale. Rick was there for the experience and was not concerned about a probable low static score. The aircraft would have been acceptable in F4C had we realized in time to change the entry.

This was not a good Nats, with a number of events blown away and others on sites close to the air base being affected by aircraft movements. Entries were low in many events and the aerobatics flyers went to Illawarra to find a suitable field.

I think the case for the Nats to be located permanently at Albury is getting stronger!



Nothing to do with the Nats but Robert Williams of the IMAC club at Illawarra has built this 9 cylinder radial of 133cc capacity from plans by Les Hodgson of the USA.

LARGE SCALE RESULTS.

ENTRANT	MODEL	STATIC	RND 1	RND 2	RND 3	TOTAL	
A. WILLIAMS (NSW)	HAWKER TYPHOON	1587	1574	1612	1573	3180	1
R. BOTTEN (ACT)	VOUGHT KINGFISHER	1584	1581	1369	1564	3156.5	2
D. MURRAY (NSW)	DOUGLAS DAUNTLESS	1657.5	1233	1430	1444	3094.5	3
G. SUNDERLAND (VIC)	FOKKER DVII	1537.5	1107	1118	1069	2650	4
R. CARRIGG (VIC)	CESSNA 182	1185	1416	1179	1438	2612	5
J. ROLFE (NSW)	MILES MAGISTER	1266	1311	1243	—	2543	6
W. MANSELL (NSW)	SPACEWALKER	1425	1377.5	783.5	—	2505.5	7
J. LAMONT (VIC)	PIPER J3 CUB	1236	1250	1249	1244	2485.5	8
J. CONSIDINE (NSW)	BOEING B-29	922.5	1418	1485	1392	2374	9
J. KASTELAN (NSW)	EXTRA 300	1095	1370	884	—	2222	10



Some of the F4C models lined up for static judging.



John Considine (NSW) with his B-29 Large Scale entry on the judging table.



Another John Considine model. This is his P-47, rebuilt and looking good after a very serious crash at the Toowoomba Nats.



Long time modeler Tom Prosser recently returned to flying and placed third in F4C with his Pace Spirit.



The static judges looking over Alf Williams' Swordfish, second in F4C.



Some of the Victorian contingent enjoying some sunshine at the Large Scale event.



Large Scale models waiting for the fog to disperse.



More models in the mist.

Classic Fighters at Marlborough - March 2005.

Early in 2005, Lloyd Willis made a chance remark that there was a good air show in New Zealand over Easter. Being a gentleman? of leisure these days, I organised a trip.

The air show was at Omaka airfield which is at the top end of the South Island, near Blenheim. This was a three day show with the first a practice day, however as I usually do, I visited the airfield to get an idea of the arrangements. Wonderful weather – I noticed some “non officials” wandering around the static display and so I joined them, getting a friendly wave from the local policeman – i.e. no security at all – took lots of photos!

The weather was forecast wet for the three days of the show so that could have been a problem. Friday, the practice day, was rained off. Saturday dawned sunny with a little cloud which thickened during the day and the few showers at midday had no impact on the show. The show was so spectacular that I decided to visit again on the Sunday. We were staying about 25km north of Omaka and woke to heavy rain. I asked our motel host about the likely hood of rain at Omaka and he indicated that it was most unlikely – he was right – the weather was better than the previous day! A great show again how ever, as on the previous day, aerial photography was difficult with the clouds fooling the exposure on the camera.

The aircraft – where else can you see five Fokker Triplanes, a Sopwith Camel, a Bristol F2B, a Halberstat D4 and a Pfalz D3, all in the air together supporting a mock battle raging on the ground. This included an operating WW1 tank! The spectacle and sound was almost too incredible to be true.



A flock of Fokkers.



This Halberstadt looks remarkably like the model flown by Gary Sundland except this one is full size.

Prior to this spectacle, an Airco DH 2 and a DH 5 flew a very well co-ordinated and graceful routine. The replica DH 5 is the only one in the world.

Other spectacles included eight Chipmunks in the air together, a Beech Staggerwing, two P-40 Kittyhawks and an FG-1D Corsair flown with amazing gusto by Keith Skilling.

There were many other aircraft and I have details of these and the ones mentioned if any one is interested in learning more.

I have attached some static photos that I took, however I had an amazing meeting with a semi professional photographer the day before the show started. He takes aircraft photos at air shows and commented that this time he travelled Air New Zealand as the weather forecast was not good. He continued by saying he normally travels in his Champion Citabria. Some of you may be aware that I am currently flying a Citabria. Jokingly I asked him if the registration was CRT (the model that I made). His amazed reply was – “how did you know that – it’s the one that I fly!!!!” An incredible chance meeting.

The photos that he takes he puts on CDs for purchase (cheap 150 photos+ for \$15). His name is Chris Guy and his web address is www.taupoairphotos.co.nz

I think I will book to go again in two years!

Alistair Heathcote.



A replica Airco DH2. Compare this with David Anderson's model in the last newsletter.



A Pfalz DIII Scout in authentic looking camouflage.

VFSAA Scale Rally and Team Scale at the State Field.



It was sunny and cold with a little bit of wind. Nobody came!

Trans Tasman Trophy and World Champs Team Trial.

These two events will be held on Monday 19th and Tuesday 20th immediately following the Shepparton Mammoth Scale Rally.

The VFSAA will be running these events and we will need the assistance of members to provide judges and other officials. Those members able to attend should notify the Secretary at the August meeting.

VFSAA Judging Lecture.

(John Lamont)

The judging lecture on Saturday July 18th, with twenty two members in attendance, was relatively successful although I had hoped for more of our newer members come along and see how the F4C competition system is administered.

The group was addressed by Anthony Mott, Noel Whitehead and Clive Butler. Clive assembled a very good visual presentation on the F4C flight schedule and his work was greatly appreciated.

Some lively discussion ensued on various aspects of judging and the day concluded around 4:00pm.

Model Kit for Sale.

Graham Waterhouse of Ballarat has a kit of a 1/4 scale Stinson Voyager for sale. This is the same aircraft built recently by Barry Reaby and Angelo Favalaro. Good quality kit with nice fiberglass cowl and preformed corrugated panels.

G. Waterhouse
9 Midlands Drive
Ballarat, 3350.
Ph: 53328897
Price: \$450

Greensborough Rally.

Don't forget the scale rally at Greensborough on Sunday August 7th. This is usually one of our better events at a good field with excellent amenities.

The gate at the entrance road will be fitted with a coded lock for the day and the code to open is 3088. Make a note of the number before you throw out this newsletter!

The slow boat to Australia.

Anthony Mott)

Beware of 'backorders' from Tower Hobbies.

One tricky aspect of the Tower Hobbies mail order service (such as you might indulge in via the internet), is the way they handle "backorders". "Backorders" are shipments of items that may be out of stock at the time you lodge your order.

A problem arises when you order a number of different items, and any item is out of stock. Tower will backorder that item and ship it to you when it becomes available, and they will not charge you for shipping on the backordered item as it was not your fault that it was out of stock. But when they do ship it, it will be shipped by a method of their choosing (invariably the cheapest), rather than the method that you requested on your original order.

In early April I ordered a petrol motor and two spark plugs from Tower, to be shipped by airmail. They had only one spark plug in stock which they promptly shipped by air mail, as requested. Three weeks later they shipped the second spark plug — by airmail. On the same day they shipped the motor— by surface mail.

When I contacted them and asked why they shipped the motor by surface mail instead of air mail as I had requested, they advised that it was their policy to ship backorders in this manner.

The end result is that instead of taking about 10 days to get to Australia, it has taken in excess of 10 weeks (arrived July 25th)! It may be that Tower is not the only mail order house that does this, so be warned!

WHAT'S ON?

August 4th	VFSAA General Meeting and Annual General meeting	FNCV
August 7th	Scale Rally (Gate code 3088)	GREENSBOROUGH
August 21st	Scale Rally (Note change of date for this event)	BACCHUS MARSH
September 17th-18th	Mammoth Scale	SHEPPARTON
September 19th-20th	Trans Tasman Trophy and World Champs Team Trial	SHEPPARTON
October 6th	VFSAA General Meeting	FNCV

NEXT MEETING

General meeting, Thursday, August 4th, 2005, commencing at 8:00 pm at the headquarters of the Field Naturalist Club of Victoria, 1 Gardenia Street, Blackburn followed by the 2005 Annual General Meeting of the VFSAA Inc. Election of Office-bearers and Committee members for 2005-2006 will take place and nominations for positions on the Executive and Committee will be accepted at the meeting. In addition the annual Hargrave Trophy, Temple Trophy and Prop & Spinner awards will be made. Visitors and guests are welcome to attend.

Committee meetings, Wednesday, August 10th, and September 7th, commencing at 8:00 pm at the home of Noel Whitehead, 13 Seattle Street, North Balwyn.

NEWSLETTER

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

Reg. No. 27093N

If undeliverable, please return to
Unit 1, 45 York Street,
Eltham, 3095.

SURFACE

MAIL