

SCALE NEWS



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

VFSAA SPORTSCALE and RALLY at TWIN CITIES – Albury.

(John Lamont)

In our new flying program for the year we included, for the first time, a visit to the Twin Cities club at Albury. With the traveling distance involved it was necessary to make this a weekend event and to make the journey worthwhile we incorporated a round of

anything better to the north.

As is so often the case the weather improved as we crossed the ranges and on arrival at the Australia Park motel it looked as if we were to be in luck.



Sportscale on the Saturday with a Rally on Sunday. Having had several discussions with the club regarding prospective weather conditions it was with some trepidation that we set forth on Friday with less than good conditions in Melbourne and no promise of

Saturday dawned overcast and a little windy as we drove to the field. Despite a few early showers and a good breeze we flew the Sportscale event successfully, although the entry was less than expected.

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Special Dates and Points of Interest-

VFSAA General Meeting
December 2nd.

Scale Rally at Werribee
January 16th.

Sportscale at the State Field
January 30th.

Scale Rally at Geelong
February 6th.

Minutes of October General Meeting.

Date: 7/10/04

Location: FNCV

Time: 8.10pm

Attendance: 15

Apologies:- Frank Curzon, Trevor Pugh, Mike Ludbrook, Barrie Reaby.

Previous minutes:- Read.

Matters arising:- Nil.

Correspondence in:-

- Letter from MAAA re P&DARCS incident requesting close out letter.
- E-mail from Sunbury club declining our offer to run an event at their field.
- VMAA minutes.
- E-mail from Nepean requesting details of our format for the Scale Rallies.
- E-mail from the Latrobe club declining our offer to run an event at their club.

Correspondence out:-

- Letter to the VMAA advising them of the new committee.
- Letter of thanks to Anthony Mott for supplying the raffle prizes at the AGM.
- E-mail reply to the Nepean club re our method of running a Scale Rally.
- Letter to the Sunbury club re holding an event at their field.
- E-mail reply to the MAAA Secretary closing out the P&DARCS incident.

CD'S report:- Nil

Treasurers report:-

Opening Balance 01/10/04: \$2567.33 Receipts: \$1247.92 Expenditure: \$270.00 Closing Balance 07/10/04: \$3545.25

Accepted Graham Godden, seconded Ian Lamont

General business:-

- John Lamont thanked Anthony Mott for organizing the AGM raffle, and thanked Clive Butler for his work on the World Champs. John also asked for any additional e-mail addresses for the newsletters.
- The Sportscale event is cancelled for October 10th, due to field not available.
- Proposed events for Euroa and Latrobe cancelled for the same reason.
- Invitations to VRF on October 12th, and Bendigo display day on October 24th.
- Two events to be held at Albury on the weekend 6th and 7th of November, Sportscale on the Saturday, and a rally on the Sunday.
- Interstate events were discussed, NSW flyers interested in attending our comps, and us to theirs, will be discussed at Committee level and report back to members.
- Anthony Mott presented the Scale Sub-Committee report, and advised that the weight limit for F4C will be increased to 15KG from 1st January 2005, and the next World Champs to be held in Sweden 2006. Will need to conduct team trials around October 2005.
- The Trans Tasman was discussed, perhaps run at Shepparton October 2005.
- The MAAA conference moved to May 2005, any rules change proposals to Anthony Mott.

Many thanks to Frank Singh for the supper.

Meeting closed 9.30pm

Show and tell:

- Clive Butler presented his large Wirraway.
- Gary Sunderland showed the rebuild of his Fokker D7.

From the Bear's Lair.



My recent trip to Europe started out as a bid to fly in the World Scale Championships but when this became too difficult, and prospectively too expensive, Gary and I changed our arrangements to spend more time on the Continent and in the UK. This extra time was mainly devoted to sightseeing and travel but also enabled me to visit a

number of aircraft museums, some of which I had seen some sixteen years previously and some that I had not visited before. It was noticeable that, over the years, even those that I had seen before were much changed and improved. Many photographs were taken and I will include a selection of shots in coming issues of our newsletter commencing in this issue with the Imperial War Museum at Duxford.

We are into our new flying calendar for the next year and while there have been a few hiccups with some new venues it is working out reasonably well. It has become obvious that we need to provide some written documentation to host clubs beforehand to ensure that local members fully understand the nature of our events and are able to take a larger part in them. Despite some minor problems we have been able to hold successful events at the new venues of Bacchus Marsh and Albury to the extent that both clubs look forward to our return next year.

Our aim in traveling to country areas is, as always, to encourage scale flying by club members and to introduce these members to

our scale competitions. For this to succeed we need more participation by VFSAA members as most clubs show great interest in our models and flying style but we are limited to some degree when only the same few models are on show. I realize that it requires a significant outlay to travel and pay for accommodation and meals, but this can be offset by a bit of organization in sharing vehicles and rooms. The opportunity to fly at new fields, meet fellow scale modelers and enjoy the social side of our hobby more than outweighs the cost.

Ian and I have now been producing your newsletter for more than seven years and we are happy to continue for as long as the members wish us to do so. Remember, however, that it is your newsletter and if you want changes, have something to say, wish to contribute an article or have photographs of your new model, then your participation is welcomed. Our thanks go to those who have assisted over the past year in it's production and in particular to our US correspondent in Vic Larsen who has provided some excellent articles and continues to give us an inside view of modeling in the States.

The end of the year is approaching fast and I wish all members a Merry Christmas, a Happy New Year, and may next year bring you all you desire in scale modeling.

Good flying,

John Lamont

From the Editor.

Another year of scale flying is coming to an end and, while the weather conditions have not always been favorable, in general it has been a successful twelve months. Several new venues were attended this year in an attempt to encourage more newcomers into scale modeling. Each of these clubs showed enthusiasm for the event and are keen to hold rallies again next year.

One aspect of our hobby which continues to grow is the abundance of ARF scale models participating at both Rally and Sportscale events. The standard of workmanship in these models is improving all the time and they certainly provide a quick introduction for anyone interested in scale flying. While not competitive in events requiring static judging they are certainly very capable in flying only events.

Our next, and first, event for the new year will be the Werribee scale rally on January 16th. This has been one of our most successful rallies over the past few years with local members supporting it in good numbers.

Those who attended last year would certainly remember the brilliant lunch provided by the club members. Well worth attending for the food alone!

The only downside of the year has been the poor response to our Contest Director roster. While some members have accepted and attended when requested, the response in general has been well below what could be expected. It seems that hardly an edition of the newsletter goes by without my comment on the situation but the time will come when the same people doing most of the work will say "enough is enough". So come on fellows, let's all put in that little bit extra. After all, it is **your** association.

In closing, I wish all members a Merry Xmas and safe New Year.

See you all in 2005, I'm going fishing.

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VFSAA SPORTSCALE and RALLY at TWIN CITIES-Albury.

Gary Sunderland had car problems which prevented him making the journey so we were left with five VFSAA members and two T-C members, still enough to make up a reasonable competition after we abandoned the static component for lack of judges.

Anthony Mott had the misfortune to have his Turbulent's OS. 160 twin throw a conrod in flight, putting him out of contention, and Chris Henry's Spitfire had wheel problems causing the model to nose over on take off.

On Saturday night we had an enjoyable dinner with Twin Cities members at a local club and retired to our motel to prepare for Sunday's Rally.

Sunday was bright and sunny with a little less wind and the Rally went OK with ten entries. The T-C members were not quite sure what the format was to be but when they saw the event they were enthusiastic for next year. We held the presentation at 2.30pm to allow time for a comfortable journey back to Melbourne thanking the T-C club for their participation and, in particular, for the magnificent roast lamb rolls produced for lunch on each day.



The remaining five battled it out for the minor placings after Noel Whitehead cleared out early with two excellent flights of his Winjeel. With the exception of Noel we all struggled a little on our first flight but scores improved in the latter rounds with my Cub and David Balfour's Cub filling second and third places.

Trevor Pugh had his big Pitts in the air once again and it looks to have potential while Tony Greiger once again flew his sort-of Eidekker. (Tony has a 1/3 Super Cub and a 1/3 Sopwith Pup kit in hand and will be a keen competitor when they are flying).

A donation of \$50.00 was presented to Twin-Cities President Tony Goyles on behalf of the VFSAA.

Thanks to the members who flew and to Graham Godden and Ian Lamont for their flight judging. It was a good weekend and I recommend it to members for next year.

SPORTSCALE RESULTS

CONTESTANT	MODEL	RND 1	RND 2	RND 3	TOTAL	
N. WHITEHEAD	CAC WINJEEL	1604	1538	DNF	1571	1
J.LAMONT	PIPER J3 CUB	1122	1274	1379	1327	2
D. BALFOUR	PIPER J3 CUB	740	1279	1244	1262	3
A. GREIGER	FOKKER EIII	1197	1234	1214	1224	4
T. PUGH	PITTS S2	989	1188	1147	1168	5
A. MOTT	DRUINE TURBULENT	713	DNF	DNF	357	6

RALLY WINNERS

MILITARY FLYING

1. CHRIS HENRY (Twin Cities) SUPERMARINE SPITFIRE Mk. XIV

CIVIL FLYING

1. DAVID BALFOUR (Twin Cities) CURTIS ROBIN



David Balfour's Rally winning Curtis Robin to 1/3 scale.



Tony Goyles, Twin Cities President, flew this ARF Cessna O2-A. Model is extensively modified for improved scale appearance.



Saturday night dinner at the Panthers League Club in North Albury. Unfortunately a few of the local members had left by the time the picture was taken.



Trevor Pugh's Pitts needed some engine tuning but flew well.



Tony Goyles taxis his Cessna to the flight line.



The pit area has shade covers and fixed seats. Only problem is the long trek to the flight line.



David Balfour's Curtis Robin and the equally large RV4 of Rob Sargent.

The Imperial War Museum - DUXFORD.

(John Lamont)

Situated close to the university city of Cambridge the Duxford branch of the Imperial War Museum is the site of a former Battle of Britain fighter station.

This famous and historic base, established in 1917, had a service career spanning two World Wars and much of the station is preserved as it was during the early 1940's.



From 1943 to 1945 Duxford was a United States 8th Army Air Force fighter base and in 1997 the American Air Museum building was added to display a collection of American aircraft of historical importance.

Duxford maintains an operational runway and in addition to the museum aircraft a number of privately owned aircraft are maintained

The large collection of British aircraft is located in four WWI and WWII hangars together with a large hangar of much later vintage.

and flown at the air displays regularly held throughout the year.



English Electric "Lightning", the RAF's first supersonic fighter, entered service in 1960.



German V1 Flying Bomb on a section of launching rail. The V1 was powered by a pulse jet.



This German Junkers Ju52 transport is the latest large aircraft to be



Part of the conservation hangar with a Fairey "Swordfish" under construction in the foreground.



The Consolidated B-24 "Liberator" was built in greater numbers than any American aircraft before or since.



A Boeing B-17 "Flying Fortress", the mainstay of the US 8th Air Force in WWII, with a Douglas C-47 "Skytrain" suspended overhead.



The Republic P-47D "Thunderbolt" when introduced was the largest and heaviest single seat fighter ever built.



A replica Spad XIII in the colours of Eddie Rickenbacker's 94th Aero Squadron.



A Boeing B-29 "Superfortress", the aircraft which dropped the first atom bombs on Hiroshima and Nagasaki.



The North American F-100 "Super Sabre" was the first combat aircraft capable of supersonic speed in level flight.



The Grumman TBM-3 "Avenger" was the largest aircraft regularly used for carrier operations in WWII.



Perched high on a pole this North American P-51D "Mustang" looked small among the other exhibits.

Flying Low in Poland , and other Adventures.

(Vic Larsen)



I have just finished reading Noel Whitehead's interesting and insightful comments on his Polish adventure. While agreeing with most of what he said I thought it might be of interest to give you an impression from another viewpoint.

First you must know that as I had "no dog in the fight" and was there only as a supporter for the USA team, I was basically a tourist. I did have a collateral mission as a caller for Brian Borland on the Kiwi team (this was agreed in Canada during a number of conferences in the beer tent). For this I had an appropriate team shirt and numbers, which I don't think my team manager completely understood. I also, due to my association with John Lamont and the VFSAA, had a strong interest in seeing Noel and David Law do well.



Vic, together with competitor Brian Borland of New Zealand and his Miles Hawk, at the ready box at Deblin.

Like John, my wife Barbara and I were interested in seeing more than the airbase in Deblin. We spent two days in Warsaw before driving down to Deblin. After five days we returned to Warsaw and trained down to Krakow in the south for a very nice three days there. Our driving experience was similar to Noel's in that if you plan to survive you must learn the rules quickly. The main rule is that when someone in the mirror is approaching at 40-50 km above the speed limit you better move over on to the shoulder of the road, about a half lane wide. This produces some very interesting passing experiences as in four abreast when there is simultaneous passing both ways. During this exercise one must be concerned with senior citizen bicyclists, lawnmower powered carts and little old ladies selling fruit on the side of the road.

My advantage of course is that I am used to that side of the road (right) and the fact that since every one signals their intentions, which was a new thing for me, it seemed easy once I understood the drill. I took the easy way out and tagged on to three guys going way over the limit and they lead me to Deblin.

My arrival was similar to most. I couldn't find the field and was saved by a friendly policeman who seemed to understand my hand gestures and lead me to the main gate of the airbase. It cannot be overstated that when all the road signs are all consonants ending in Z about 13 letters long it leaves you with the uneasy feeling that

you could be lost and getting more so. As it turns out all the roads go through all the towns so eventually you are bound to arrive somewhere.

Deblin has a long history in Polish aviation. It has long been the training center, as it is now, for the Polish Air Force. It was bombed and strafed on the opening day of WW2 and a heroic defense was put up by instructors and cadets in obsolete airplanes with many kills scored on German bombers and fighters. Those that escaped after all resources were expended later would become the genesis of the Polish Air Force in the Battle of Britain and beyond.



The Jablonowskis Palace was the administration centre and registration centre for competitors.

Our quarters were in the three building complex that was built during the time of the Czar, when Russia controlled Poland before WW1, and was the seat of the Government. The administration, the banquet and the bar were in the building known as the Palace. As it turned out we were fortunate to have a three-room suite with private bath as our quarters in this complex and it seemed very palatial to us.

The opening ceremonies, though not up to the opulence of the Olympics, certainly impressed me. All the countries, after marching around the soccer stadium filled with dignitaries and onlookers, were lined up behind their flags. As we passed the stands on our march in we received a generous applause. In the audience the General of the Air Force Training Command, the representative of the President of Poland, and officials of the FAI all made their remarks. This was followed by a flyover by the Polish air demonstration team complete with red and white colored smoke (jet fuel dyed) that got the attention of this ex navy fighter pilot. Not to be outdone this was followed by a performance of slow speed control by a Poliparkov PO2 (circa 1926) Russian trainer that seemed to do figure eights inside the stadium about 50 feet over our heads. I liked it! It goes with out saying I thought the private air show performed for our benefit later at the runway was very well done as well. I was impressed with the flying of the quarter scale PO2 in concert with the full-size while knowing it was on the edge from the standpoint of safety.

Now we go to the models and static judging. My first impression when walking into the hangar is that there are so many beautiful airplanes it is impossible to take it all in. Anyone looks like a con-

test winner. You could say that the difference is in the details, or documentation may not be properly done, or a bad outline or color scheme may be incorrect so as to place one model below another. That would be a perfect world. It would even be a perfect world if all the rules were applied evenly. As always the static judging seems to have the most glaring problems. One member of the US team when presenting his model was asked if he had one of his references with him. He did and presented it where upon his documentation package was ignored while the judges studied his supporting material. On another occasion a member of a team, from a close neighboring country of yours, was told that he could not be scored on his model detail, as he had no close photos of it. There is no existing prototype of this aircraft and there are rules in place to make up for this. The judges simply chose not to conform to their own rules, two years work for naught. Our team members, all of whom were on their first international championships, were very concerned with the low scores that they received. Since FAI is not a system in place in the US we are always at the mercy of a system that is different in scoring application and we end up competing in a European game. That is, however, something we expect.



A view of the models on display in a hangar.

The best models at Deblin would score well at our top events in this country, but would not have the overwhelming advantage of the high static multiples and would have to make it up in flying. Another problem referred to here (US) as "halo effect" seems to be in place. The most recognized fliers seem to have an advantage. This is often due to the fame of the competitor or the track record of his airplane and is difficult to overcome. It seems to me that we might be asking too much of the judges to expect them to be expert in all areas without a single bias.



Another view of the models.

The workload and complexity of the system adds to the problems. In an event as large and important as this one it would be to the advantage of all to move through this process quickly and thoroughly with a more standardized system that would leave more competitors in a position to compete. Completing the static part of the competition before flying would go a long way to get things going and would give the competitors a better idea of their situation. This is a subjective competition and that cannot be ruled out but some thing can be done about the rules, how they are applied, and who applies them.



Manny Sousa of the USA flew this Culver "Cadet" modelled on the full size aircraft also owned by Manny.

The flying part of the event proceeded in an orderly manner and I always like the pace of these events. The fact that the flyer flies all alone and all eyes are upon him makes each flight an event. Even our local contests here have at least two flight lines going or we wouldn't get through the weekend. There were some major gaffs along the way, mainly procedural, but in the main flight scoring seemed to me more evenly applied. Of course it depends on whose bull is gored as to whether one agrees or not. I can only say the flights I was involved with seemed fairly scored.

We really enjoyed our time in Poland and the chance to see old friends and make new ones and to travel through a country for the first time. I agree with Noel we learn a lot by looking at things from other viewpoints in other parts of this world. I will send a CD of the pictures I took while in Poland to John Lamont and I am sure he will make whatever ones he thinks interesting available to the Association. I only wish I could have had a few more days in the sun on that beautiful square in Krakow.



The square in the old city of Krakow which impressed Vic so much.

Free Flight Scale Masters 2004.

(Gary Sunderland)

Held at Murray Bridge on the 4th and 5th of September this event was, once again, an outstanding success as the wind and rain ceased on Saturday morning and we had light to zero wind for the weekend with lots of superlative scale models in attendance.

By Sunday morning I had the Short 184 flying well and managed six torpedo drops. However the outstanding model of the meeting was Dave Putterill's six motor Blohm and Voss BV222 "Viking" flying boat, which put in much flying over the two days to win the "Fly-in" trophy for Free Flight Master Class 2004.

Besides my Short there were many floatplanes and flying boats in

operation. The field was rather soft and sandy because of the drought and wheeled undercarriages, as on my SE5a model, usually dug in and flipped the aircraft on its back whereas floatplanes and boat models usually stayed upright on landing.

Many electric powered radio control scale models were also in attendance. Most of these were ARF models, but they put on a good show. Among these were the usual, very fast, Me 163 and Hawker "Hurricane", but I was very impressed by a four electric motor "Lancaster" which operated at a realistic speed and in a scale flight pattern.



Representative of the modern, electric powered free flight scale model is Dave Putterill's Ju 88 twin.



Steve Portelli's Savoia-Marchetti three engine airliner is very impressive in flight, but low wing models are at a disadvantage. The low engines tend to dig in on landing (wheels up!) damaging propellers and getting grit in the motors.



This Dornier bomber of 1936 is also a R/C ARF, but would also be a suitable subject for free flight scale.



This electric Ford Trimotor model was a R/C ARF, but performed well. Its skin was not corrugated but it looked the part in the air.



Dave Putterill's new electric models for free flight are the BV 222 "Viking" at left and a Ju 388 twin at right. The Ju 388 flew well and did not seem to suffer any problems from its very pointy wingtips. The original BV 222 spanned over 150 feet and was the largest flying boat to serve during WW II. The model was a good choice for free flight, with a high wing and boat hull to soften the "landings". The BV 222 also had retractable floats which avoids the problem of these "digging in" on landing. However note how close one propeller is to the ground. Dave had to fit three new props over the two days flying.

VFSAA Scale Rally at NEPEAN.

(John Lamont)

Pics by Keith Schneider and John Lamont.

Our first event at the Nepean club was a great success with twenty entrants presenting twenty seven models. It was a little windy but that did not stop those wishing to fly and only five models failed to take to the air.

The day was well received by the Nepean members and they are looking forward to next year. Ten VFSAA members were in atten-



Anthony Mott and Keith Schneider supervising Gary Sunderland's assembly of his FE8.

dance with models and Mike Ludbrook made a welcome visit to look over the event.

It's not all that far to travel and the field is OK with very nicely grassed surrounding areas as can be seen in the photos. The field is on the site of an old tip and the areas to the north and east are covered with very long grass making it essential to get back on the strip after flying. This long grass did save one Nepean member, who lost his ARF Spacewalker into this area when the radio gave trouble. The model did not suffer any damage on this occasion but later crashed on a more open area and did not fare quite as well.

Thanks to David Feather for his assistance with entries.

After presentation of awards the VFSAA made a donation of \$50.00 to the club in appreciation of their interest and attendance.



Keith Britton's Tempest and FW-190 with the Spitfire and Harvard of Steve Ludlow in the background .



Wally Burston's with his Cub and David Walsh's FA-18 and Extra 300. Further back are Alan Holloway's Jungmeister and Ryan, Ian Thompson's Mohawk Pinto and Angelo Favaloro's Taylorcraft.



Keith Schneider's new ARF Piper Cub to 1/5 scale and powered by a Saito 54 four stroke.

AWARDS

MILITARY FLYING

1. ALAN FILDES Hawker Sea Fury

MILITARY NON-FLYING

1. KEITH BRITTON Focke-Wulf FW-190

CIVIL FLYING

1. NEVIL BIRD Piper Super Cu

CIVIL NON-FLYING

1. BARRIE REABY Northrop Gamma

WHAT'S ON?

December 2nd	VFSAA General Meeting	FNCV
January 16th	VFSAA Scale Rally (Contest Director— Jim Brennan assisted by Clive Butler)	WERRIBEE
January 30th	VFSAA Sportscale (Note that the venue is not Sunbury as previously listed in the VMAA Calendar) (Contest Director— Keith Schneider assisted by Bill Eunson, Phil Shufflebotham)	STATE FIELD
February 6th	VFSAA Scale Rally (This at the new field at Mannerim) (Contest Director— David Law assisted by Rob Dickson)	GEELONG
February 19th-20th	State Scale Championships, F4C, Large Scale and Stand off Scale. (Contest Director— Keith Schneider assisted by Angelo Favalaro, Gary Lamont, Mark Collins, Barrie Reaby, Tony Greiger)	SHEPPARTON

NEXT MEETING

General meeting, Thursday, December 2nd, 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, January 12th, and February 9th, 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

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