

SCALE NEWS



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

Scale Rally at Nepean.

Our last event for 2006 was a Scale Rally at Nepean club on the Mornington Peninsula. November is always a bit chancy regarding weather and the forecast was for some wind. It looked good as we left the city with the sun shining and only a breeze but this changed as we headed south and, while the sun still shone brightly, the wind started to blow hard from the South.

work ahead in preparation for the Nats I decided not to risk the Cub.

Anthony Mott had resurrected his very unusual Blohm & Voss 141 but the uneven surface of the field posed a risk to the stalker undercarriage of the model and he also stayed on the ground.

Frank Curzon had his electric Decathlon but



Steve Ludlow built this nice Stampe SV4 from a Precent kit and it flew well despite the strong wind.

Arriving at the field there were already a few models assembled but it was obvious that the wind was keeping many away.

Ever hopeful I assembled the Cub and Ian setup his Corby Starlet but it wasn't really Cub weather and as I already have plenty of

also joined the ranks of the non flyers. Some of the locals flew despite the wind and the Stampe of Steve Ludlow and Terry Quinton's Tiger Moth both performed well.

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Special Dates and Points of Interest-

VFSAA General Meeting
Thursday 7th December.

60th Nationals
Dec 28th-Jan 6th
at Albury.

Scale Rally
Sun 14th January
at Werribee.

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Minutes of October General Meeting.

Date: 5/10/06

Location: FNCV

Time: 8.30pm

Attendance: 22

Apologies: Brian Green, Bill Eunson, Noel Whitehead.

Previous minutes: Read

Matters arising: Nil

Correspondence in:

- Letter from FNCV re hall hire 2007, cost \$350.
- Letter from Bunnings re the Dremel tool.

Correspondence out:

- Reply to FNCV confirming hall hire for 2007.
- Letter of thanks to Bunnings.
- Sympathy card to Bill Eunson. Letters to clubs for next year.
- Letter of request to Bunnings re donation of item for the raffle.

Treasurers report: Read

Opening Balance: \$2858.38

Receipts: \$542.00

Expenditure: \$0.00

Closing Balance: \$3400.38

CD'S report:

- John reported Bacchus Marsh blown out, a reminder of the rally at Lilydale, and called for helpers at the Nationals.

General business:

- John Lamont spoke about the Trans Tasman trip next Easter, 15-20 indicated they may be interested in going.
- David Law spoke about running a raffle to raise funds for participants in World Champs etc. Model Engines have donated a De Havilland Comet, Bunnings a Dremel tool and Clive Butler a Decathlon ARF. David working on bigger and better prizes. Will run 3 separate raffles at \$2 per ticket. Clive advised that NSW were doing the same, with money available to whoever makes the team.
- David spoke about the direction of the VFSAA and called for suggestions from the members. A suggestion was made to have a static display at Avalon and Tyabb Airshows.
- Ken Thomas reported that he spoke to many people at events, and our reputation is good.
- John Lamont reminded members that the annual dinner was at Shoppingtown Hotel 28/10/06.
- As part of promoting the Association, we should travel to clubs for a show and tell.

Show & Tell:

- Barry Reaby showed his Piper Pawnee, Ken Thomas showed his huge ME323.
- John Lamont showed progress on re-furbishing his Spacewalker, and preparing and making rib stitching.
- Gary Sunderland showed progress on his Pfaltz D12.
- David Law showed his large Spitfire.

Many thanks to Frank Singh for the supper.

Meeting closed: 10.50pm

FOR SALE

Brand new OS Gemini 160 twin.

Only three months old, never run - only oiled, but now surplus to requirements.

RRP. \$1085 - going for \$950.

Frank Curzon

9736 4814

or

scaleforum@mail2me.com.au



President's Report.



Hi all,

It looks like we have made it through another year relatively intact.

If you break your years down into models boy they go fast as you get older! I have only achieved half a Spitfire and a quick Pitts in the last 12 months. I vaguely remember there was a time when I could have 3 models on the go at once, but those days have left me due to a new pitiful 2.4 x 2.4 building room and the usual Christmas madness that hits the building industry around August each year. Anyway, enough of my complaining.

Although we are always talking about how to create more interest in scale to boost numbers, the past 12 months have been full of interesting events for scale modelers. Thanks to John, we had a full year of competition, and on top of that we have had a Trans Tasman and World Champs as well as the Tyabb air display and Avalon, which is every 2 years. There was also recently the O.S 75th anniversary day which I think had over 100 entries. Interestingly, almost all the entries were scale models and these are only the ones that have O.S engines! It would be good to see a few of these

at our regular comps. I have also just arrived home from the Wangaratta jet meet where there were plenty of scale jets to be seen, as well as some great full size restorations at the Wangaratta airport.

For the future, we are looking at a team scale event so if this were put in place we would have events that cater for all possible R/C scale flying. If all these options of competitions can't get people to attend, I will state now that there will never be a limo service from your home to the field let alone model assemblers waiting at the field to put your models together so get off your backsides, stop whining, be a man, and come out to be judged.

The show and tell at our meetings has also been good to see, so keep up the good work and if you are building something, please bring it along to show everyone. It is a good way to learn new techniques.

Finally, have a great Christmas. I look forward to seeing you all at the Nationals, and don't forget to buy a raffle ticket.

David Law.

From the Editors.

I have been modelling for many years through the freeflight and control line eras and into several phases of radio control, always keen to test myself in competition with fellow modellers. In those earlier years I managed to produce reasonable models with a Gem razor blade, fret saw, pliers, hand drill and a small tack hammer as my tool kit.

Since applying myself to r/c scale and falling under the influence of the FAI F4C competition I find that many new skills have been required to meet the demands of scale competition and these, of course, cannot not be met with the same basic tools.

Slowly but surely the power tool collection has increased until, at my present advanced age and with diminishing years available to construct all of the models I would like to build, I now find myself with an array of equipment I could only have dreamed about in my youth. The razor blade has been replaced by Exacto knives, the fret saw by two band saws and scroll saw and the hand drill by a small bench drill. Together with sundry cordless drills and screwdrivers, a bench grinder, Dremel tools, disc and belt sander, spray painting gear and compressor I

was approaching a stage of self sufficiency until I decided to try making scale undercarriages for my models instead of bending a couple of bits of piano wire..

Metal work of this type demanded silver soldering capability and some metal turning. The silver soldering was partly sorted by purchasing a torch for my BBQ gas bottle but the metal turning relied on the goodwill of my friends—until now!



The new toy, now I only have to learn to use it!

Looking through the latest catalogue from Micro Mark I found what seemed to be the lathe that I have always fancied for the workshop but it was set up for 110v operation and was bit heavy to import from the States. Searching the internet I saw a local supplier selling the same lathe with 240v supply at a price

matching that of Micro Mart and in a discussion with Noel Whitehead I found that he was considering a larger lathe than his current unit and had also been looking at the same supplier. We placed an order for two units at a small discount and with delivery within a few days we both now have new, small but quite sophisticated, lathes. Manufactured of course— in China.

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FREE FLIGHT SCALE MASTERS 2006.

(Gary Sunderland)

The usual gathering of the free flight scale enthusiasts occurred once again at Laurie Kelsall's property near Murray Bridge early in September. Saturday was fine but very windy so we gathered at the Fly-In model shop where we found goodies too hard to resist. Even I could not resist an ARF scale model for only \$20! Even if it is from foam and electric powered I am sure to get my money's worth flying this little gem!

After lunch we had a protracted "Show and Tell" and there were more than fifty models to drool over. The two most ambitious projects were the outstanding composite aircraft by Dave Putterill and the Avro Avian monoplane by David Malpas. Both Davids exhibited beautiful workmanship in these creations, not to mention great dedication to tackle such difficult projects.

The original of the Putterill composite was the German guided weapon of 1944. The lower part was a Junkers Ju-88 G-1, with the cockpit removed and replaced with high explosive. The upper part, a Focke Wulf FW190, contained the pilot and control mechanisms. When a vessel was sighted the bomber was dropped and guided onto the target, the fighter then returned and landed normally at its base.



David's model has three electric motors and two batteries. The FW190 has one KP-01 and the twin has two KP-02. A timer mechanism operates about 20—25 seconds after launch and, in theory, the two modes separate and fly away.

The model by David Malpas looks a bit like the original DH Tiger Moth monoplane, but is actually the 1926 Avro "Avian" which evidently was a competitor to the Tiger.



The Avro had a radial engine and David built this up from a Williams Bros. Moulded cylinders. The model is powered by an inverted Taipan 2.5cc diesel and is to one eighth scale for a weight of just over two pounds or 1kg. With a low wing and not much dihedral it will also be a challenge to trim!

Sunday was an ideal free flight day with just a gentle breeze. In addition to the many rubber powered models there were scale gliders of various sorts and a few R/C electric scale models also shared the flight line. There were two off six (6) motor models, Dave Putterill's free flight Blohm and Voss "Viking" and a R/C Me 323 "Gigant".

Peter Jackson was there with his usual fleet (or squadron?) of small powered scale models, and this time he had a two seater- a Rumpler C3 which put in some fine flights- only surpassed by his Richthofen-red Fokker triplane which, in one amazing flight, flew straight, steep turned, stall turned and rolled to finish with a gentle glide and landing!

Another great flying model was Trevor Putterill's new Fokker F.VII which took my fancy as did his great Macchi M33, a Schneider Trophy racer of 1929. The latter is a rebuild of an old model but looks perfection to me. One of those classic Macchi's which look fast even when they are static. The Fokker F.VII was powered by a Mills 0.75cc diesel and the Macchi had a KP-01 with 4x50mAh nicads.

With all this flying activity there was a need for sustenance and the "Fly-In" crew provided eats and drinks throughout the day. The sausages at Murray Bridge are good enough by themselves to justify a trip to South Australia!

Dave Putterill had some misfortune with his composite "three motor biplane. Test glides into long grass (short crop) looked good. The initial flight saw a right turn, but Dave must have put too much left rudder correction because the next launch resulted in a tight left spiral and some damage to the pylon struts. Dave then had some nice flights with the FW190 alone which somewhat made up for the disappointment.

Dave eventually flew all the rest of his many impressive scale models, including the "Viking" flying boat, also known as the "high performance" scale model! This eventually was selected by the voted of the competing pilots as the most outstanding model and winner of the Fly-In Masters Trophy for 2006. This is the third year in a row that the "Viking" has won the Trophy, but unlike the Schneider Trophy, Dave does not get to keep it. The "Viking" is due for retirement but Dave will be back in 2007 competing, possibly with the composite FW 190/Ju88, or his Gotha GIV, or likely something new and even more exciting.

Ken Thomas' - "SCALE WORLD".

Those of us who have been observing Ken's recent progress in scale modeling have been impressed by his enthusiasm, selection and building of a range of unusual prototypes.

Ken first appeared with a smallish model of the French Bloch 200 twin engined bomber powered by a pair of .15 motors which flew well, if a bit fast.

His next production was a big step up to a very large model and an extremely unusual prototype. The Tupolev TB-3, powered by four .46 engines, has a 3m wingspan and carries a pair of electric powered Polikarpov I-16 fighters under the wings. These latter aircraft are released in flight and flown in formation with the mother-ship to provide a very spectacular display.

Not completely finished with his unusual series Ken is now working on a 4.5m wingspan model of the Messerschmitt Me 323 "Gigant". This model is to be powered by six .46 motors and Ken hopes to include the discharge of a scale r/c tank from the front opening doors as the party piece of the model.

Ken describes his scale efforts as "illusion" but I notice that each model carries a bit more scale detail than the previous one and his work on the big Me 323 would be a credit to any scale modeller. While Ken says that the Me 323 is to be his last work I hope that he continues on with his quirky model selection which brings a different view of scale modelling as seen by one man.



The Bloch 200 powered by 0.15 engines.



The Tupolev TB-3 powered by four 0.46 engines and with the electric Polikarpov I-16's under the wings.



The Messerschmitt Me 323 is still under construction but is already showing a formidable presence.

THE PARIS AIR SHOW

In America in 1908 the Wright brothers were continuing their methodical attack on the forces of nature, and they were winning.

In Europe, a host of men were struggling to stay in the air long enough for their compatriots to see them. Europeans were unconvinced that the Wrights had ever flown and, certain that true flight could only be achieved by the culturally and educationally superior residents of the Old World, cheered Henri Farman as the best yet.

On August 8th, Wilbur Wright flew at Le Mans, France, and with great ease broke all the existing records with a flight of almost two minutes. His total control of his aeroplane was instantly recognized by the Europeans as proof that they had lost the race to be first.

Suddenly, man's imagination was let loose and anything was possible so, when the annual Paris Auto Show included a display of flying machines, the crowds poured through the doors of the Grand Palais, just off the Champs Élysées, as soon as the show was formally opened by the President of France on December 24th.

The exhibition in Paris in late 1908 wasn't the first of its kind. That honour goes to the 1868 Aeronautical Exhibition in London's Crystal Palace and, while the first one deserves a place in history, the second was far more important, as it led directly to a series of displays of unprecedented duration.

Today it is officially called the "Salon International de l'Aeronautique et de l'Espace, and it is known throughout rest of the world as the Paris Air Show.

The fourth show in 1912 was not merely a technical exhibition. It was a way for France to show its own people how it was spending some of their tax money, and the rest of the world how it was using the latest technology for defence. The French turned out in great numbers and were suitably impressed.

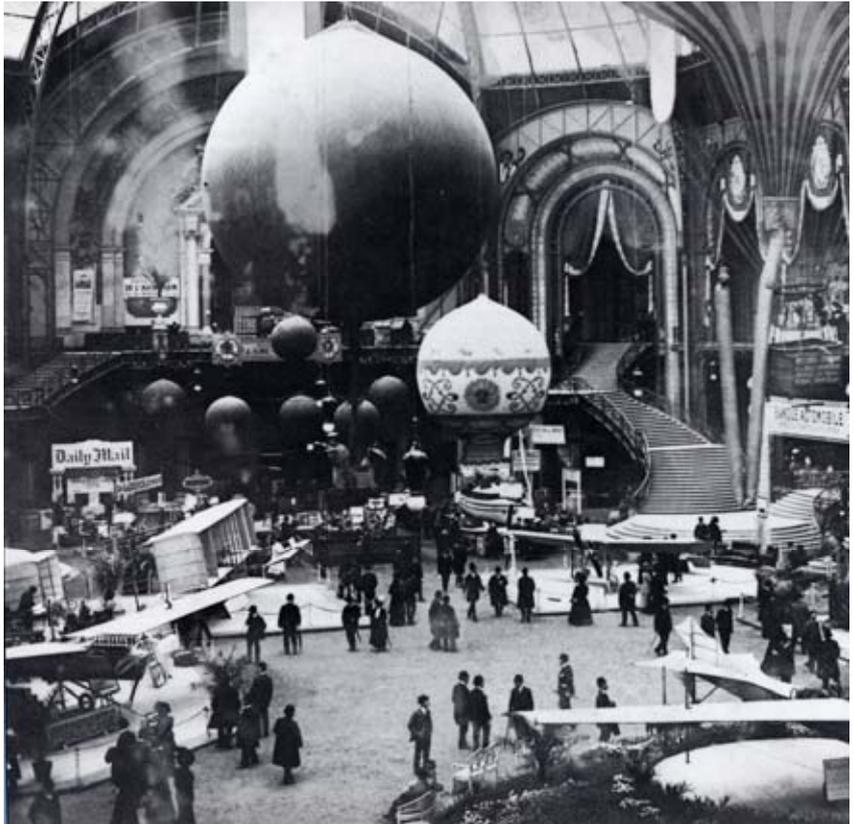


In numbers alone, the 1912 show was almost double the size of the previous years: 77 aircraft of all types to 44 for 1911.

An even more surprising trend was the rush toward monoplanes, no doubt to a great extent because of the success and subsequent popularity of Bleriot's designs. In 1912 there were 46 monoplanes and only 20 biplanes.

Another development evident at the Bleriot stand was the monocoque fuselage (without internal bracing). Made from laminated paper, cork and fabric, this could be considered the first "composite structure".

There was less greenery and more flying machines than in the past years. From the front: Caudron amphibian, Drzewiecki double monoplane, Zodiav triplane, Savary biplane. Note the lack of lighter-than-air craft hanging from the rafters.



The Grand Palais display in 1908 showing the emphasis placed on balloons. In the lower right, on a Stand of Honour, is an Antoinette. The highly decorated balloon is a scale model of the original Montgolfier of 1783. Bleriot's Channel-crosser is in front of the balloon at the foot of the stairway.

The sixth of the series of Paris Air Shows was held in 1920 in a more modestly decorated Grand Palais. Like its predecessors, it was primarily a French show, though five British manufacturers displayed, as did three from Italy. Germany was prevented from building or operating aircraft.

One of the more significant changes from prewar days was for manufacturers to give their aircraft designations: Caudron C-25, Farman F-60. With this came the first identifications for individual aircraft. In 1919, civilian aircraft first received national registrations: N for the United States, G for Great Britain, F for France etc. Both these innovations continue to the present day and are considered indispensable.



The 1920 Paris Air Show saw the first use of aircraft designations by manufacturers. Aircraft now had letters and numerals in their names to designate each model.



The 1932 Paris Air Show. The parasol monoplanes are from Morane-Saulnier, all with their characteristic swept wings. The larger monoplane at the right is the Late-core Lat.290, twin float seaplane.



The 29th show was held in 1971 and once again all previous statistical records were broken as close to a million people attended. Since the last Salon, six American Apollo astronauts had walked on the moon in history's most complex successful engineering project.



The 20th Salon International de l'Aeronautique held in 1953 saw its biggest move completed. The Grand Palais, as the site of the biennial show, was a thing of the past, as everything was shifted to Le Bourget Aeroport, where it would remain.



The 37th Salon was held at Le Bourget in 1987. Since the previous show, there had been two earth-shaking explosions: the nuclear reactor at Chernobyl in the Ukraine, and the space shuttle Challenger at Cape Canaveral. On a cheerier note, the Burt Rutan designed Voyager had been flown around the world without stopping or refueling in the air, by Burt's brother Dick and Jeana Yeager.



1993 saw the 40th Salon again at Le Bourget. The facility has grown every year, despite the ups and downs of the world's economics. This is almost a pilot's view as he approaches the main runway.



OS. 70th ANNIVERSARY FLY-IN at P&DARCS

Organised and supported by Model Engines this event was held at the P&DARCS field to celebrate the 70th Anniversary of OS model engine manufacture.

Specifically set up for models powered by OS engines and with magnificent weather and the significant prizes provided by Model Engines the event drew a very large entry with of more than one hundred models.

Most of the models were scale aircraft it proved to be a busy and interesting day with a wide variety of aircraft flown. With up to six aircraft in the air for most of the day the only breaks were for a demonstration of the giant B-24 Liberator flown by Mike Farnan and for Ken Thomas's TB-3 composite demonstration.



Tony Farnan, Executive Director of Model Engines, waiting to fly his Stearman. Mark Collins is starting the OS Sirius radial engine with Mike Farnan, Managing Director of Model Engines, holding the model.

Draws were held during the day for the prizes of four OS 52 four stroke motors. Other awards were a ARF Sukhoi kit as the Pilots Choice for best model performance, which was taken by Ken Thomas with his demonstration of his Tupolev TB-3, and a draw for a OS Sirius five cylinder, four stroke, radial motor which was also won by Ken Thomas (to be referred to in future as Mr. Sirius!).

All in all it was an excellent day and we look forward to the 75th Anniversary!





Ken Thomas' Tupolev TB-3 is powered by four OS LA46 engines and carries two electric powered Polikarpov Il-16's under the wings. The Tupolev was flown by Ivan Vidak with Rod Mitchell and Andrew Duddington flying the small fighters on their release from the mother ship.



Sportscale and Scale Rally at Albury.

The penultimate event for our year is the trip to the Twin Cities club at Albury. It's a long trip but the field is good, the weather is fine and those that make the effort usually have a good time.

This year was no exception although we were blown away on Saturday afternoon. Despite this we finished the last two rounds of Sportscale on Sunday morning and still managed some time for the Rally entrants.

After battling the heat, flies and wind on Saturday morning we enjoyed a dinner that evening with some of the local members at a rural eatery.

Thanks to David Balfour for organizing the local members, to the canteen staff for providing excellent food during the two days and to those who came to assist in judging.

SPORTSCALE RESULTS

SCALE

ENTRANT	MODEL	RND 1	RND 2	RND 3	TOTAL	
J. LAMONT	PIPER CUB	729	2226	2349	2287.5	1
D. BALFOUR	PIPER CUB	1248	2310	2241	2275.5	2
G. SUNDERLAND	ALBATROS DIII	1960	2163	2181	2172	3
A. MOTT	FOKKER EII	1914	2051	2202	2126	4

ARF

ENTRANT	MODEL	RND 1	RND 2	RND 3	TOTAL	
A. GYOLES	CESSNA	1985	2076	2171	2123.5	1
T. PUGH	STAUDACHER	1857	2052	2067	2059.5	2
I. LAMONT	STARLET	1647	1797	DNF	1722	3



Mike Ludbrook who recently had a seachange and moved to Tallangatta, made an appearance on Saturday and is seen with Gary Sunderland admiring Gary's Albatros.



David Balfour's L4 Cub and Corby Starlet.



Twin Cities members aircraft. Gusty Gale's Spitfire with Chris Henry's new Extra 330.



Anthony Mott's Fokker EII with that scungy old J3 Cub.



The ex Alan Bray Spitfire, now owned by Twin Cities member Ken Petts.

Even with the welcome return of Ian Lamont to competition with his Corby Starlet (two years in construction - a record for an ARF!) we still need more participants to round out this weekend. A few more locals and maybe some entries from Wagga would be appreciated.

RALLY AWARDS

Military Non-Flying	Gusty Gale	Spitfire
Military Flying	Terry Silver	Spitfire
Civil Flying	Chris Henry	Extra 330

Scale Rally at Nepean.

(continued from page 1)

Michael Burston and Robert Kelly both flew Chipmunks while Nevil Bird and Brian Pollock had large, high powered aerobatic models which handled the wind quite comfortably.

We enjoyed a BBQ lunch, got sunburned, and headed home after presentation of awards. It's a nice field at Nepean and the members are a friendly group. I recommend it for next year.

AWARDS

Military Non-Flying	Anthony Mott	B&V 141
Military Flying	Robert Kelly	Chipmunk
Civil Flying	Steve Ludlow	Stampe
Civil Non-Flying	Brian Pollock	Pitts



Anthony Mott fires up the Siedel 7 cylinder radial in his Blohm & Voss 141.



A few of the models in the pits.



An interesting version of the Avro Vulcan by local member Terry Quinton.



Ian Lamont's ARF Corby Starlet has a OS 70 4 stroke motor. The model flies very well but still had the usual ARF undercarriage weakness.

VFSAA Fund Raising.

At a recent committee meeting the subject of financial assistance for Trans Tasman and World Champs competitors was discussed .

The NSW scale groups have started a fund and have stated that the money collected will be allocated to team members regardless of the state of origin. As it then became incumbent for our Association to pursue a similar path the committee agreed that we would investigate ways to raise additional funds for this purpose. Among the suggestions were the usual raffle and contacting Bunnings with a view to operating a sausage sizzle at one of their stores.

David Law has contact with Bunnings and he has made tentative arrangements for the sausage sizzle and also obtained a donation from Bunnings of a Dremel Tool, to be used as a prize for a raffle. Model Engines have donated a ARF kit for a DeHavilland "Comet" and Clive Butler has passed on an assembled Decathlon so we have some useful prizes.

Raffle tickets are currently available from the Treasurer, David Anderson.

WHAT'S ON?

December 28th-January 6th	60th MAAA national Championships	ALBURY
January 14th	Scale Rally	WERRIBEE
January 21st	Sportscale Rnd 1	STATE FIELD
February 1st	VFSAA General Meeting	FNCV
February 4th	Scale Rally	SOUTH EASTERN
February 17th-18th	State Scale Championships (F4C, Large Scale, Stand Off.)	SHEPPARTON
March 4th	Sportscale Rnd 2	STATE FIELD
March 18th	Monty Tyrell Memorial	P&DARCS
March 25th	Sportscale Rnd 3	CHAMPS
March 30th-April 1st	Trans Tasman (F4C)	NEW ZEALAND
April 5th	VFSAA General Meeting	FNCV

NEXT MEETING

General meeting, Thursday, December 7th, 2006, commencing at 8:00 pm at the headquarters of the Field Naturalist Club of Victoria, 1 Gardena Street, Blackburn. Visitors and guests are welcome to attend.

Committee meetings, Wednesday, December 20th and January 17th, 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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SURFACE

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