

SCALE NEWS



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

Float Planes 'everywhere'!

During the months of July and August 2004, my wife Pat and I visited Canada, firstly staying for a couple of weeks with friends who live in Victoria on Vancouver Island. The island is a fair lump of land approximately 340kms north to south and 80 kms wide, with a broken coast line and absolutely inundated with hundreds of rivers and lakes. Basically it has one major highway that runs from Victoria to the most northern town of Port Hardy, some 300 km away and one cutting across East to West approx 90 km north of Victoria. There are very few smaller feeder roads, so for anyone wanting to travel to the many small settlements on the Island, there are two ways, by boat or by float plane.

These waters are the home of the sockeye salmon, considered one of the best fighting (and eating) fish. From multi-millionaires down to the average Joe, everyone wants a photo of the big one they've caught, hanging on the wharf side scales. They come in large numbers during the season and it's nothing to see motor yachts we can only dream of setting out (in the summer season). However the majority of the fishermen either bring their own boat, hire one, or take a seaplane to their intended spot. Those that can afford it

hire a guide. (near enough to \$1500 to \$2000 /day)

Our friends took us for a three day stay to a very popular spot at Campbell River. Approximately a 130km run, it was a magnificent lodge named Painters Lodge that could accommodate approx 250 people. All except us came to chase after the salmon. I couldn't help it, I asked one of the fisherman if could I pose with his salmon. To date none of my friends believe I caught it so I wasted my time. The Lodge closes down in the off season (about 7 months).



Top: Float plane (type unknown) being upskilled the lodge.
Bottom: Beaver near the end of it's refurbishment, note the striped down beaver on the left, also Beechcraft 18, south of Sealand Aviation.

Float planes were constantly ferrying people to God knows where or to their chosen salmon spot on the water way called the Straits of Georgia. This is part of the inland passage between Vancouver Island and the Canadian west coast. As the cruise ships travel on their way to Alaska, they go past the Lodge, usually at night and lit up like Xmas trees.

Approx 3 km away at Campbell River was a fairly (to my eye) rudimentary aircraft rebuild/repair facility called Sealand Aviation.

Inside this issue:

Minutes of December Meeting.	2
President's Report..	3
Scale Rally at Werribee.	4-5
The RNAS Museum — Yeovilton	6-7
Gary Sunderland's FE8	8-9
December "Show and Tell"	10

Special Dates and Points of Interest-

VFSAA General Meeting
February 3rd

VFSAA Scale Rally
at Geelong
February 6th.

State Scale Championship
at Shepparton.
February 19th-20th.

VFSAA Sportscale at Keilor
March 6th.

Monty Tyrrell Memorial
at P&DARCS
March 20th.

Ballarat Display
March 26th-27th.

Minutes of December General Meeting.

Date: 2-12-04

Location: FNCV

Time: 8.00pm

Attendance: 21

Apologies:- Mike Ludbrooke

Visitors:- Lily Yang Lee

Previous minutes:- Read

Matters arising:- Nil

Correspondence in:-

- Letter from MAAA closing out P&DARCS incident.
- VMAA newsletters.
- PARCS notification of auction.
- NFG accepting application for use of State Field 30-1-05.
- Letter from FNFC re hire of hall for 2005.

Correspondence out:-

- Reminder letter to Twin Cities re November event.
- E-mail reply to FNFC re hall hire.
- E-mail to Sunbury advising proposed event not changed in the VMAA calendar.

CD'S report:- Ian reported on the Twin Cities event, not many attended, but locals happy to have us back next year. The Nepean Rally was a great success, 27 models present. A reminder of the Rally at Werribee on January 16th, 2005, then the Sportscale event on January 30th at the State Field, need a good attendance on this day. Scale Rally at Geelong Mannerim field on February 6th. A reminder to all that the State Champs in February require a good turnout.

Treasurers report:-

Opening Balance 7/10/04: \$3545.25 Receipts: \$540.63 Expenditure: \$267.40 Closing Balance 2/12/04: \$3828.48

Accepted: Ian Lamont Seconded: Gary Sunderland

General business:-

- John Lamont thanked both Noel for the use of his home and supper for the Committee Meetings, and Frank Singh for providing the supper for the General Meetings.
- Heavy models were discussed, with any pilot able to fly the model, as long as the nominated pilot was standing by, the insurance covers this.
- Anthony Mott had some comments about rules changes, letters sent to other Scale Delegates, a poor response from them.
- Clive Butler reported that the Scale contest in Tasmania had 37 entrants, indicating that Trevor Pugh's trip down there had a positive effect on the Tasmanian flyers.

Many thanks to Frank Singh for the supper

Meeting closed 9.05 pm.

Show and Tell.

- Frank Curzon showed his Grob electric glider.
- Barry Reaby showed his large Stearman,
- Noel Whitehead showed the progress on the plug for the Macchi fuselage.
- Anthony Mott showed the undercarriage setup for his Firefly.
- David Anderson showed his Christen Eagle.

For Sale.

Two OS. 60FP two stroke motors. (suit twin project)
Both new and complete with mufflers.
\$200.00 the pair.

Glen Block
4 Buna Court
Herne Hill, Geelong, 3218
Phone: 5229 3601

From the Bear's Lair.



By the time this newsletter is received we will be into our 2005 flying season and I hope our first event at Werribee will have been a success as usual. We finished the last year with two good events at Albury and Nepean so let's keep it rolling and see a good turn up at the State Championships.

Things have been quiet on the scale scene over Xmas with not a lot to report and Ian and I were wondering how we would fill our usual twelve pages when Barrie Reaby's article on his recent trip to Canada with its mass of floatplanes arrived and our problem was solved.

Back in June 1999 I wrote an article on the relative prices of our model magazines and the perceived large mark-up by the local distributors, clearly illustrated in the case of Model Airplane News. Naturally enough, with the small circulation of our little newsletter, nothing changed. Until now! Looking at the magazine stand at our local newsagent (*these days I generally just look because I refuse to pay the outrageous prices*) I was amazed to see a sticker on the cover of MAN proclaiming a new **Australian(?)** price of \$12.95 which coincidentally matches the price of most of the UK mags. Now this magazine has always been the highest priced, offered at various amounts up to \$15 or \$16 dollars and peaking I think at around \$18 for a special commemorative issue. Maybe it is finally hitting home to the publishers, of that magazine at least, that if the price is not competitive then the goods won't sell!

Continuing my reminiscence of past writings, I was reading the latest edition of Flying Scale Models (*the only UK model mag that I*

purchase) and was again intrigued by the report on the F4C scale event at the British Nationals. I once wrote about the low scores conceded by the UK judges and having now attended a couple of World Championships feel better qualified to draw attention to the vast discrepancies in the scoring for these identical events.

Take, as an example, the Sopwith Snipe of Peter McDermott which I'm sure you all drooled over when it was featured in a UK magazine article. It would be difficult to find a better constructed and more detailed model but it raised only 1240 static points from the British judges. Compare this with Luthi's Jungmeister at the World Champs which received 1767 static points from the International judging panel and it becomes ridiculous. These events are run to the same FAI rules and you would think that the static points should be directly comparable. It's just not believable that Luthi's model is 40% better than McDermott's so you must question the system which allows such a variation. Incidentally the flying scores have a similar wide discrepancy which can, to some degree, be attributed to variation in weather conditions. Never-the-less it still seems that scale judging in Europe is a very inexact science, to say the least.

Closer to home, the MAAA Council Conference will be held in May. This year's meeting is also a Rules Conference and Anthony Mott as Chairman of the Scale sub-Committee has been hard at work collecting proposals from all state representatives for presentation at the conference.

Good flying and a Happy New Year,

John Lamont

From the Editor.

Another year of scale flying is upon us and I wish all members of the VFSAA a Happy New Year.

The first half of the coming year is certainly going to be a busy period. With inclement weather last year providing unfavourable conditions at a number of events, the committee has undertaken to schedule the majority of events for the warmer months and the first half of this year's calendar provides plenty of opportunities for all members to participate in both Sport scale and Rally events.

The State Championships at Shepparton in February and the National Championships in NSW in July are sure to attract a number of VFSAA entrants. While the thought of holding a National Championship in winter in Victoria would be unheard of, the weather north of Sydney at that time of year can apparently provide favourable flying conditions.

To keep all members advised of the upcoming events, the committee is presently investigating the costs involved in producing a business card sized calendar which can be conveniently carried in the member's wallet. These will be included with the next newsletter or mailed direct to members. They will hopefully serve as a ready reminder and lead to increased attendance at all events.

We hope to see a good turnout at the State Field for our Sportscale event on January 30th and for the Geelong Rally on the following weekend.

See you all there.

Ian Lamont

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VFSAA Scale Rally at Werribee.

(John Lamont)

This, our opening event for the year, has over the last four years been one of our better rallies and this year was no exception. While the forecast was for clearing showers and 20-25 knot winds neither eventuated - the sun shone all day and the wind, while a little stronger than we would have liked, did not deter flying. Of the twenty three aircraft entered nineteen flew and it became rather difficult to judge the non-flying sections due to the few models which did not fly.

This venue draws flyers from a number of western area clubs and again we had Rod Mitchell from Keilor flying his Tiger Cat together with Norm Lewer, Peter Van Alkemade and Mark Peterson from Bacchus Marsh with a Super Cub, Tiger Moth, GeeBee Z, Fly Baby, Me 109 and PT-19; Max Rowan, Roger Carrigg, Glen White and Graeme Allen from Ballarat with their Jenny, Airacobra and Super Cub. Tim Morland was a new arrival from VARMS and put in a lot of flying with his clipped wing ARF J3 Cub.

VFSAA members were Gary Sunderland flying his FE. 8, Angelo Favaloro with a Taylorcraft, Wal Schubach with a J3 Cub, John

Lamont with a Spacewalker, Frank Curzon and Keith Schneider with a Grob-109 ARF and J3 Cub ARF, Trevor Pugh with his Pitts S2, Clive Butler with a P-47, Rob Dickson with a P-47 and Me 262 and Andrew Smallridge with his rebuilt Sopwith Camel and a Sukoi Su26.

Local members arrived in numbers and there were actually some fifty odd scale aircraft in the pits although not all entered the competition of the day. We again enjoyed a fine B-B-Q lunch provided by the club and most of us invested in the raffle for some nice aircraft photo prints and other useful items.

It was a fine opening for our year and we look forward to our next visit to this friendly group of fellow modelers.

Our thanks to Jim Brennan and Clive Butler who capably organized the entries, judging and awards.



WMAA member Jim Stafford usually presents an interesting new model at this event each year. This time it was a DH Puss Moth which won the award for best Civil Flying model.

AWARDS.

Civil Flying	Jim Stafford	DH. Puss Moth
Civil Non-Flying	Mick Clancy	DH. Tiger Moth
Military Flying	Mark Peterson	Messerschmitt Me 109
Military Non-Flying	Andrew Smallridge	Sopwith Camel



Wal Schubach's 1/4 scale Cub with Keth Schneider in the background discussing the finer points of ARF Cubs with Tim Morland.



The pointy end of Jim Stafford's DH. Puss Moth.



The Ballarat boys corner of the pits. Their Taylorcraft, Jenny and Airacobra with Clive Butler's big P-47 in the background.



The nice selection of raffle prizes on display.



Jim Stafford with another of his models, this time it's a Supermarine Seagull.



Angelo Favoloro and his Taylorcraft in the sun with David Law who came to look at the event.



Mike Ludbrook and Norm Barclay give Clive's P-47 the once over.



Mark Peterson's PT-19 and Me 109 with Peter Van Alkemade's GeeBee and Fly Baby.

The Royal Naval Air Service Museum - YEOVILTON

The Fleet Air Arm Museum at Yeovilton is Europe's largest Royal Navy and Commonwealth naval aviation museum, with six acres of aircraft, mainly under cover. The history of British Naval Aviation is told through service aircraft dating back to the early days of the Royal Naval Air Service in the first World War.

In the early part of the 20th century the British Royal navy used balloons and airships for reconnaissance. After the failure of the Royal Navy's airship Mayfly in 1911, the naval minister, Winston Churchill, began arguing for the development of military aircraft.

In 1912 the government formed the Royal Flying Corps and the British Navy was given the airships owned by the British Army. It was also given twelve aircraft to be used in conjunction with its ships. The first flight from a moving ship took place in May 1912. The following year, the first seaplane carrier, Hermes, was commissioned. The Navy also began to build a chain of coastal air stations.

In January 1914 the government established the Royal Naval Air Service. Within a few months the RNAS had 217 pilots and 95 aircraft.

By the outbreak of WWI in August 1914, the RNAS had more aircraft under its control than the Royal Flying Corps.

The main role of the RNAS was fleet reconnaissance, patrolling coasts for enemy ships and submarines, attacking enemy coastal territory and defending Britain from enemy air-raids. The leading ace in the RNAS was Raymond Collishaw with 60 victories.

The RNAS was severely attacked for its failure to prevent the Zeppelin bombing raids and in February 1916 the Royal Flying Corps

were was given the responsibility of dealing with Zeppelins once they were over Britain. The RNAS now concentrated on bombing Zeppelins on the ground in Germany.

The RNAS also had fighter squadrons on the Western Front equipped with aircraft such as the Bristol Scout, Sopwith Pup and Sopwith Camel. The RNAS had 67,000 officers and men, 2949 aircraft, 103 airships and 126 coastal stations when it was decided to merge it with the Royal Flying Corps to form the Royal Air Force in April 1918.

Gary and I came across the museum, mainly by chance, when on our travels in the south west of England. It is a slightly different



The replica Fairey Flycatcher flying over the RNAS Yeovilton with the museum buildings in the background. The Flycatcher was the first single seat fighter aircraft designed for carrier operation and was in service from 1923 to 1935.

concept with many of the aircraft set up in dioramas of the early days of military flying.

Unlike the Imperial War Museum at Hendon which does not charge for entry, the fee at Yeovilton is fairly steep but we were fortunate to strike it on a special day when the charge was reduced. It's a good museum and well worth spending time there.

The most entertaining exhibit is the mock up of a carrier deck. The carrier tour commences with a helicopter transfer to the carrier deck followed by a large screened simulation of a take-off and landing by a Phantom jet. It is

most realistic standing there surrounded by other Naval jets, and with all the accompanying noise you feel as though you are in the middle of the action as the Phantom approaches for landing. This is followed by a tour of the operational areas in the tower, all faithfully rendered with bulkhead doors, pipes and fittings and with a running commentary explaining the functions of the crew.

(John Lamont)



The Westland Wyvern was the first turbo prop combat aircraft of the Fleet Air Arm and saw service from 1954-1958.



The Fairey Delta FD II in which Peter Twiss set a world speed record of 1131 mph



A general view of the WWI exhibits.



A Sopwith Pup in RNAS colours complete with pilot in period uniform.



A captured German Albatros D.Va.



The Sopwith Camel was flown by the RNAS in WWI.



A Sopwith Baby on floats. The Baby, developed from the Tabloid which won the Schneider Trophy in 1915, was in service until 1917.



All that remains of a Short 184 floatplane. Refer Gary Sunderland's free flight version in Scale News Feb. 2004.



The Handley Page HP-115 was a research vehicle built to study problems associated with supersonic flight.



I think every significant aircraft museum in Europe now has a Concorde and Yeovilton is no exception.

Gary Sunderland's F.E.8

Manufactured by The Royal Aircraft Factory the F.E.8 was a single seat scout with one Lewis machine-gun on a special pivot mounting in front of the cockpit.

Two prototypes were built at Farnborough in 1915, this aeroplane having been designed to fulfill the same purpose as the somewhat similar D.H.2; that of overcoming the menace of the Fokker Eindecker scouts on the Western Front. The first F.E.8 flew in October, 1915.

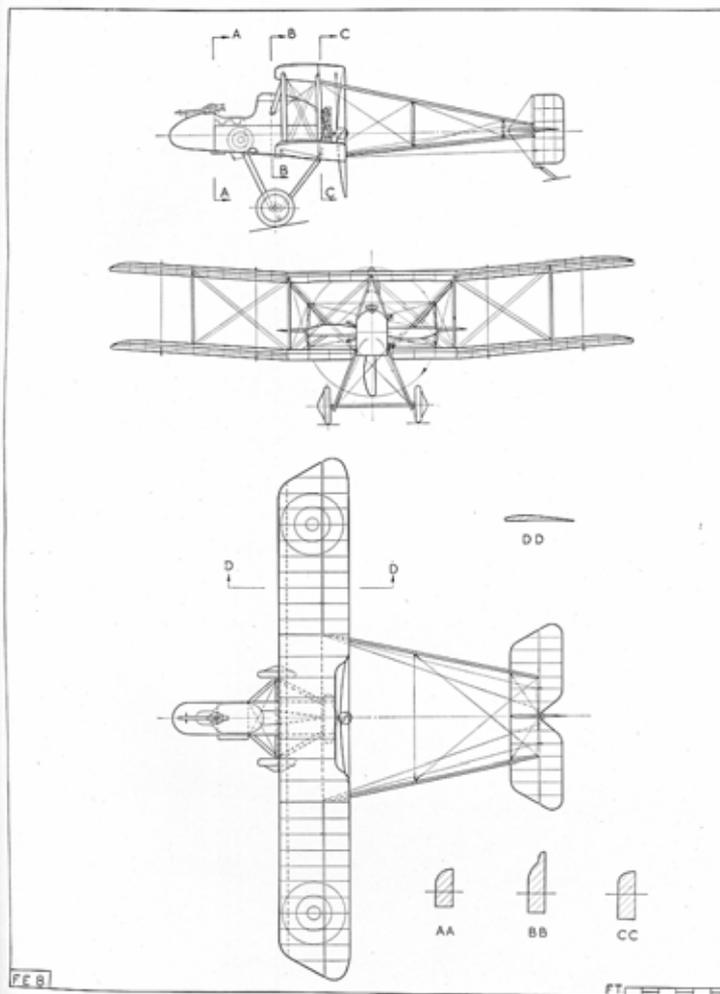
First deliveries to the squadrons in the field commenced in 1916, and 103 F.E.8's reached France in this year. A further 44 reached the R.F.C. in France during the early months of 1917, and 33 were reserved for training purposes in England. No.40 Squadron was the first to equip with the F.E.8.

The F.E.8 was reputed to be a nice aeroplane to fly and light on the controls, although this reputation was not obtained before a test pilot had deliberately put one into a spin to kill the widespread rumour that F.E.8's would never pull out of such a manoeuvre. It had reasonable success at the Front but the

inherent disadvantages of the pusher design were soon realised and the type soon fell out of favour on the introduction of the tractor scouts. Due to the high aspect ratio control surfaces which were a

prominent feature of all Factory-built aeroplanes, the F.E.8 was stiffer to handle than the D.H.2, but was decidedly more stable during the approach when the torque effects of the rotary motor were generally unpleasant. A weak point in the design revealed in service was the attachment point of the skid directly to the fin. Heavy stresses were set up on landing, causing much extra work. It was also in the design of the tail assembly where the only radical difference in airframe design between the F.E.8 and D.H.2 was found. The tail booms of the F.E.8 met in a horizontal plane at the tailplane whereas on the D.H.2 they met in a vertical plane.

The designer's (H.P. Folland) association with both the Aircro firm and the R.A.F. explains the strong similarity in appearance. The F.E.8 was the last of pusher scouts in service and it survived the D.H.2 by a few weeks.



FLYING the F.E.8

(Gary Sunderland)

At completion the empty weight of the F.E.8 came out at 5kg with the centre of gravity about 25mm behind the front spar with no ballast. This looked very promising because my 1/5 scale S.E.5a had flown very well with the identical OS 91S four stroke engine at a weight of 6kg. Running the engine with my "home-made" wooden propeller produced 6400 rpm it seemed to give plenty of static thrust, so all was ready for a test flight.

With the engine mounted at zero degrees, I decided to set the rudder at two degrees left, to compensate for propeller torque, and all the other controls at zero. The model tracked straight and true on take off and positively leapt into the air after a short run, so all my concerns about the engine-propeller



combination were overcome. The long span wings, and lighter weight, as compared with my old S.E.5a, provide an excellent rate of climb, and level flight could be maintained at about half throttle. In fact the F.E.8 is a bit fast at full throttle and a 70 or 80 size four

stroke engine would provide a more realistic "scale" speed. A few straight and level runs proved the two degree rudder trim setting was about right. This was confirmed during subsequent flights, with the rudder at other positions, which did not work out. A gentle glide and stall at height demonstrated that the model was docile and some aileron control was available right down to the stall.

My next concern was to establish that the engine would continue to run, and not "flame out", during a prolonged glide. To avoid the weight and com-

plexity of having to fit a muffler into the F.E.8 the engine is only fitted with a stub exhaust. There is a slight increase in engine noise but, of more importance, there is no exhaust available to pressurize the fuel tank. To provide some positive pressure in the tank there is a forward facing brass tube above the head rest fairing on the model, so a few sustained spiral glides and fast dives were performed over the field. In every case the engine kept going and we were able to climb back to operating height.

The elevators proved to be a bit sensitive at high speeds, and the loop was very "egg" shaped with a late skew off to one side, no doubt due to the rudder trim effect. The first part of a roll was acceptable but the second half produced a very rapid "flick" out.

The glide-in and landing are without drama, and the F.E.8 touches down as light as a feather. This is one WWI aeroplane which has no danger in "nosing in" on landing and breaking the propeller!

After the first flight I was very pleased in most respects, but thought a bit of lead in the nose might make it more stable at speed. A clue to this is the ground handling and taxi-ing. Most WWI aeroplanes are difficult to taxi, even on a calm day, and impossible in any sort of tail wind. My



model F.E.8 was exceptional in this respect, and the tailskid mounted on the rudder provides excellent steering. But perhaps it was too good! A quarter pound of lead was bolted into the nose, which moved the balance point to 12mm behind the front spar. Afterwards the model showed no tendency to nose over on mown grass, including the normal rabbit holes, although it will tip forward in long grass. Even so, the engine still keeps running and it is just a matter of pushing the tail down and moving it back onto the runway.

Once in the air the F.E.8 is now nice and stable at all speeds, although it is still no great performer of loops and rolls. I suspect the original full sized F.E.8 would be no better at these manoeuvres. The only reference I have seen to an attempted loop in a WWI pusher was by Jimmy McCudden, who nearly wrecked his D.H.2 in the process!

The model F.E.8 will perform a spirited "lazy eight" and a very nice stall turn, as well as a split "S". I have yet to attempt a spin, although I suspect it will spin like the original, very fast

and an immediate recovery with centralised controls. Gentle flying and touch and goes are more relaxing and probably the way to enjoy this great looking pusher scout of 1916.

For the WWI buffs.

Are you interested in
THE FIRST WORLD WAR

IN THE AIR?

CROSS & COCKADE INTERNATIONAL
THE FIRST WORLD WAR AVIATION HISTORICAL SOCIETY produces a respected 68 page A4 quarterly journal containing well researched articles on a variety of aviation subjects related to the First World War 1914-1918.

Membership is world-wide and for many the journal is what Cross & Cockade is all about, but there are opportunities to join other members in meetings in various parts of the UK or to attend our Annual General Meeting.

The annual subscription rate is £24 (under 18s £15) and subscriptions are renewable on 1 January each year. Regardless of when you join, you will receive all that year's journals. Why not broaden your knowledge of aeronautical matters and enjoy reading about this fascinating episode of international history?

For more details phone or email
membership.secretary@crossandcockade.com
Roger Tisdale
11 Francis Drive, Westward Ho! EX36 1XE
01237 474703

or visit our website at www.crossandcockade.com

For those members interested in WWI and the aircraft flown in that battle, Gary Sunderland forwarded this pamphlet for membership of Cross and Cockade International.

Tasmanian Scale Championships.

Clive Butler advises that the Tasmanian Scale Championships will be held on Sat. 9th and Sun. 10th of April at the Launceston field of the Phoenix Flyers.

If you are looking for a reason to visit Tassie this might be it. A nice sea voyage and a weekend flying scale models sounds good.

Competitions will be F4C, SOS and Large Scale.

For further information contact Clive at mob: 0407 553 716.



"SHOW and TELL" at the December Meeting.

Noel Whitehead has commenced construction on a Aermacchi M.B.326, prospectively to be flown at the next World Champs in Sweden. It's a major change of direction for Noel, requiring him to catch up with jet technology and flying procedures. The selection of this aircraft maintains his requirement for the aircraft to be readily available for design and documentation and he will finish this one in the standard white/orange of the RAAF trainers, maybe as a "Roulette" aircraft. Model has a wingspan of and a length of . The fuselage will break into two parts and the outer wing panels will be removable for ease of transport.



Barrie Reaby showed his Stearman PT-17 built from a Precedent kit but dressed up for F4C competition. Barrie has added a lot of extra detail to make this very nice example of scale modeling.

Model has a wingspan of 2.26m and weighs 11.14kg. Motor is a Saito 180 four-stroke.



Anthony Mott has shelved his former scale project of a Polish P.Z.L. P.26 aircraft and has recently spent a lot of time photographing the Nowra Naval Air Museum's Fairey Firefly presently in storage at Tyabb.

Detailed drawings are nearing completion and Anthony demonstrated a mock up of the pneumatic/hydraulic retract system he has designed for this model. The system allows good control over the rate of operation making for a very smooth and realistic leg movement.



David Anderson is making a move to get back to some serious flying and showed his large scale ARF Christen Eagle with OS Pegasus 50cc four cylinder four-stroke engine.

David is still to complete his Sopwith Pup and will use the Eagle to get in some flying while the Pup construction proceeds.



Frank Curzon was another to show an ARF scale model, this time an electric powered Grob-109. Model is 2m wingspan and is powered by a AX1 2810 brushless motor. It carries a eight cell ni-cad battery which provides power for 10 minutes flying.



Float Planes 'everywhere'!

(continued from page 1)

I have included some shots of one Beaver being completely re-built and one in its final re- build stage together with a Beech 18 being refurbished. Talking to one of the mechanics, he told me that they had just fitted it with an after market wing wash out kit. He said the last production run was in 1969. Beavers on charter were coming and going from the wharf side next to Sealand's yard.

I was taken with the Wilga 2000 on floats in their yard (see photo) and the foreman said it was a brand new model that they were trying out. I asked how come there wasn't a ladder to get into the cockpit and he said "we haven't got the C of G to our liking yet. When we do, we'll fit the ladders". He said they were very pleased with the aircraft for economy and landing in tight spots. It's a STOL aircraft. To my eye it's a great looking plane and would make a good scale project (without the floats). For anyone interested in the web site describing the new Wilga's great flying ability bring up [http:// www.swaviator.com/html/issuema03/Wilga3403.html](http://www.swaviator.com/html/issuema03/Wilga3403.html). Also Sealand Aviation have a web site worth looking at with a slide show of the Wilga in flight and a short story on their refurbishing of aircraft, <http://www.sealandaviation.com/sealand-eads.htm>. The other photo's are of a float plane I couldn't identify on the hard-stand with radial engines, also Beavers coming and going wharf side.

The city of Victoria is a beautiful spot surrounded by water. Twin Otter and Cessna Van and Beaver float planes land in amongst ferries and pleasure boats but no one seems fussed, the float planes just burl in with apparent impunity. Most of these planes were flying a regular route to Vancouver Harbour. It's a lot quicker than the land based flights as they go from Vancouver CBD to Victoria CBD, which is about a 30 minute flight.

We did the touristy thing and visited the Canadian Rockies by road to Jasper and Banff then returned by the Rocky Mountaineer train. A two day trip, really spectacular stuff.

We boarded a cruise ship in Vancouver to do the Alaska inland tour and again float planes were in abundance. It was quite a sight as the day was sunny and clear and the water smooth. When we arrived at a beautiful spot called Ketchikan we couldn't stand the strain and went on a flight from the harbour side. We flew for about ½ hour looking for bears (no luck!) then landed on a secluded inlet. Pat was a little deaf after the flight as the Beaver was b!?? noisy (see photo). We landed on water that was absolutely glassy smooth , you could literally HEAR the silence,

The pilot ,named Barry, insisted we come out and stand on the floats. I got a great shot of a bald eagle diving down to get a fish. Pat wouldn't budge from her seat and I didn't really blame her as the floats were rather narrow and I've no doubt the water was icy cold. I was looking at the Beaver and said to the pilot," this plane looks as though it's just been re- built " he looked at me smiling and said "This plane's been re-built so many times it goes back to when I was a boy. Do you know it's got over 33,000 hours on it's log". Like all of the pilots I watched this guy was no different, his landings were as smooth as silk. We received a photo of the pilot flying the aircraft, see photo of the plane he proudly gave us.

All other ports boasted float planes but the Beaver by far was the most popular. We saw many Twin Otters that had been converted to turbo engines and the Cessna Turbo Van was a very popular

commercial plane. Spots like Juneau (capital of Alaska) Skagway, Ketchikan and Anchorage seem to have dozens of charter planes. Private type aircraft were not in abundance, I guess they were sitting up on the many rivers and lakes. During the winter most of the commercial operators either go south or try to pick up general flying work.

On a prior trip we visited Anchorage, which we found unique. The control tower was centrally located, controlling float planes on a massive lake on one side and the hard stand major airport on the other side. The airport is used by major commercial aircraft of all types including 747's, landing and departing to all over the place, including Japan. We did see quite a few Cessna's with whacking big oversized tyres, I guess for landing on some snow and the tundra.

Travelling up the Yukon river which is heavily dotted with what looks like holiday homes, we noted that nearly every one had a float plane, mainly Cessna's, moored at their private jetties. We were told on that trip that Canada has over 20% of all float planes registered in the world.

It's a pity we don't have any worthwhile lakes in or around Melbourne so that we could include worthwhile scale floatplanes in our get-to-gethers, as they certainly look fantastic on take off and landing. They certainly have an emotive look about them and I know I had a lot of fun flying my plane off Lake Eildon (but that's in the past now – no water !).

Barrie Reaby



WHAT'S ON?

February 3rd	VFSAA General Meeting	FNCV
February 6th	VFSAA Scale Rally (This is at the new field at Mannerim) (Contest Director—David Law assisted by Rob Dickson)	GEELONG
February 19th-20th	State Scale Championship F4C, Stand Off and Large Scale (Contest Director—Keith Schneider assisted by Angelo Favaloro, Gary Lamont, Mark Collins, David Anderson and Tony Greiger)	SHEPPARTON
March 6th	VFSAA Sportscale (Contest Director—Ian Lamont assisted by Paul Robilliard, Ken Goff and Jon Bellamy)	KEILOR
March 20th	Monty Tyrrell Memorial	P&DARCS
March 26th-27th	Ballarat Display	BALLARAT
April 3rd	VFSAA Sportscale (Contest Director—Phil Shufflebotham assisted by John Byrden, Glen White and Graham Godden)	CHAMPS
April 7th	VFSAA General Meeting	FNCV

NEXT MEETING

General meeting, Thursday, February 3rd, 2005, 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, February 9th and March 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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