

SCALE NEWS



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

VFSAA SCALE RALLY at WERRIBEE.

It was a fine opening to our flying calendar when we travelled to Werribee for the first Scale Rally for 2006. The weather forecast was for sunshine and light wind and that's how it was for the day.

Mario Parcepe of the MARCS club produced a very nice Bell 212 helicopter which he flew

The local members were there in force together with a number of scale modelers from other clubs. VFSAA members were well represented and it was a most enjoyable event. I must say that the BBQ lunch provided by the Werribee club was one of the best we have had and was greatly appreciated.



VFSAA members relaxing in the sunshine.

in a scale manner but he surpassed this with the performance of his R/C skydiver which was released at height from his Citabria and floated gently to the ground under full control.

Michael Thorne of GMAC flew a large Cessna 172 that he rescued from destruction at the Wangaratta Museum and refurbished. Origin of the model is unknown but it seems to be around 30 years old.

AWARDS

Military Flying	M. Parcepe	Bell 212
Military Non-flying	M. Clancy	Corsair
Civil Flying	M. Thorne	Cessna 172
Civil Non-flying	G. Michelon	Seawind

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Special Dates and Points of Interest-

VFSAA General Meeting
Thursday February 2nd.

Scale Rally at Bacchus Marsh
February 5th.

Scale Rally at CHAMPS
February 19th

Sportscale Rnd 1 at P&DARCS
February 26th

State Scale Champs
at Shepparton
March 11th-12th

Minutes of December General Meeting.

Date: 1/12/05

Location: FNCV

Time: 8:10pm

Attendance: 24

Apologies: Mike Ludbrook

Visitors: Andrew Mezey, Brian Whellan, Bruce Thompson.

Previous minutes: Read.

Matters arising: Noel reported on Albury event.

Correspondence in:

- Replies from 17 clubs re proposed VFSAA calendar. Geelong visit may be cancelled.
- Request from VMAA newsletter editor for permission to advertise VFSAA events.

Correspondence out:

- Thank you to VRF for the use of their field for the Team Trial and Trans Tasman event.
- Letter to VMAA thanking them for their donation of \$100 towards cost of Trans Tasman event and advising them of the result.
- E-mail reply to Twin Cities club re November event.
- Letters to clubs requesting use of fields in 2006.
- Card to Ian Watts.
- E-mail to VMAA newsletter editor advising details of VFSAA events.

Treasurer's report:

Opening Balance 6/10/05: \$4198.81 Receipts: \$194.63 Expenditure: \$129.00 Closing Balance 1/12/05: \$4264.44
Accepted: Graham Godden. Seconded: Keith Schneider.

Contest Director's report:

- John reported on Albury visit. Event needs wider advertising. Suggested invitation be sent to Wagga club.
- Nepean event was held successfully with good support from the club.
- Albury will be the venue for the 2007 Nationals.

General business:

- Noel spoke on F4C rules and the need to improve the level of static judging
- Clive Butler made excellent presentation of F4C static judging rules.

Meeting closed: 10:20pm

Show and tell.

- Barrie Reaby presented his Heinkel He51 biplane.
- Frank Curzon presented his Fokker Eindexer.
- Brian Whellan showed parts of his Sopwith Pup.
- John Lamont showed his Spacewalker rebuild.
- Brian Green showed progress on his Grumman Panther for the World Champs.
- Gary Sunderland showed printed lozenge fabric now available from the USA.



Victorian Scale Championships.



The State Scale Championships for 2006 will be held at the VRF field at Shepparton on Saturday 11th and Sunday 12th March. There will again be three events but the former Stand Off Scale will be replaced with an ARF only event.

F4C and Large Scale will include static judging but the ARF event will be flying only. The only requirement for documentation in ARF will be a picture of a similar full size aircraft to verify the type. The Contest Director will have the final decision on acceptance of aircraft for each event.

All aircraft exceeding 7kg must have a current MAAA Permit To Fly. Flying is in accordance with the F4C schedule and will commence on Saturday with alternating rounds of ARF and F4C. Depending on entries in the three events Large Scale may commence on Saturday.

A dinner will be arranged at a local venue on Saturday night.

It's a good weekend so spread the word among your fellow members. Every one is welcome.

Back to the Oval Office.



It's the middle of January as I write this and I wonder where the holidays went. I had hoped to get away to Camp David for a few days but saving the world takes up quite a bit of time. And we had a lot to do.

First of all we had to deal with the climate change issue. With my good friend John and our other mates from Japan, China, India and Korea (talk about the Axis of Evil !) we managed to ensure that nothing would be done. Big business will lead the way we said. Hah, they wouldn't even swallow that one in the US. I figure the ranch will be prime beach front property within a couple of years. And of course we still have Iran and their nuclear ambitions. I don't know what we will do about that. We have to find some other poor sods to invade Iran on our behalf, but we've got them all tied up next door in Iraq.

We did manage to continue our examination of latest technology and the Secretary for Outdoor Activities and I went to Wangaratta to look at the jets meeting. Of course we were met with the usual greeting – 'you should have been here yesterday'. This was nothing to do with the weather but the fact that a BA Hawk had crashed spectacularly and destroyed God knows how many dollars worth of aeroplane and equipment. In fact this seems to be the main interest of this group – not crashing as such, but dollars. The talk is never about the model's features but how much money is up in the air. I suspect that if the price of some of these models was doubled, they would sell more. Come to think of it, this is how the First Lady operates.

It was interesting enough I suppose. Turbines have come a long way and now seem quite reliable and relatively easy to operate. The trouble is that while the models are generally scale(ish), but ARF of course, there is no feeling that the pilots are interested in scale flight. Go fast seems to be the only aim. We came home feeling that the highlight was the beat up by the full scale P51.

With all the pre Christmas activity, I forgot to pardon the Thanksgiving turkey, so we ate it for Christmas dinner. And very nice it was too. I got my first ever coin from the plum pudding. It could have been Wealth, or Travel, or Xmas Wish, but no, it was Peace. What fun or profit is there in that?

Nevertheless, it seems there is some truth in the pudding. Shortly after New Year I had some mail from NSW indicating that the two scale associations in that State are moving much closer together, and want the National Special Interest Group (Nat SIG) to be resurrected. You might remember that we had actually formed and incorporated the Australian Flying Scale Aircraft Association but that the split in NSW put this on the backburner. It now looks like it might yet be a triumph of democracy and freedom.

I must tell you however, that with this good news came a darker message. Hidden in one of the diplomatic notes was the following : "I would also like to get the VIC v. NSW going as well so that we (NSW) can Kick Arse (as the saying goes). John Kinnane , Flying Scale NSW "

Well, this unprovoked declaration of war might go down as a day of infamy. The VFSAA does not seek war but nor do we cut and run from our duty. We will be mobilising shortly so that we can meet this threat from the north.

In the meantime, life must go on. On Sunday 15th, we opened our 2006 flying season with the always successful rally at Werribee. The interesting thing was that the judges, quite rightly in my opinion, gave first place in Military Flying to a helicopter. This was a scale Iroquois that looked good and was flown in a scale like manner – a real joy in these days of 3D stuff.

Well, that's it for this month. February is the time for my State of the Nation address so I had better go off and write my speech.

May God bless all, well nearly all of you.

Noel W.

From the Editors.

El Presidente hasn't left us much space this time with his political statement and report. I guess we can excuse his prejudice and bias with the assumption that his early adult life at university probably coincided with that of Albert Langer.

This is the start of our 9th year as editors and publishers of the newsletter. Noel was President then and is President now. It all seems like yesterday!

We thought that we were in trouble with this issue for lack of content due to Xmas inactivity but contributions from inside and out-

side Australia saved the day. We hope you find the Dawn Patrol coverage of interest. It seems to be a great concept and is obviously well supported by the USAF Museum.

In the next issue we want to highlight current, and in some cases long term, projects by members and would appreciate contributions in the form of photos and details. We will be in contact regarding this material.

Hope you had a good Xmas. **HAPPY NEW YEAR !!!!!!!**

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Gary Sunderland's new "ALBATROS" Project.

The Albatros Project.

This started out as a repair and intended spruce-up of my 10 year old Albatros DV, however it soon became obvious that the oil soaked fuselage, with its peeling paint, was beyond all fixing. Glue and paint will not adhere to oil soaked timber! Further examination showed that a complete new airframe was in order and, at about this time, the Windsock data file Special came out on the Albatros DIII.

Now I have always preferred the lines of the DIII to the oval fuselage DV. The DIII would be simpler to build and I could still salvage many fittings from the old model. In the event I was only able to re-use the dummy, static judging propeller, the spinner and some of the instruments and small fittings. I did intend to discard the old Williams Bros. machine guns but, when I tried to buy two new kits I discovered that the firm was out of action. Consequently the old guns were scraped and brushed clean of old goeey paint and repaired. After a spray over with black epoxy they were as good as new.

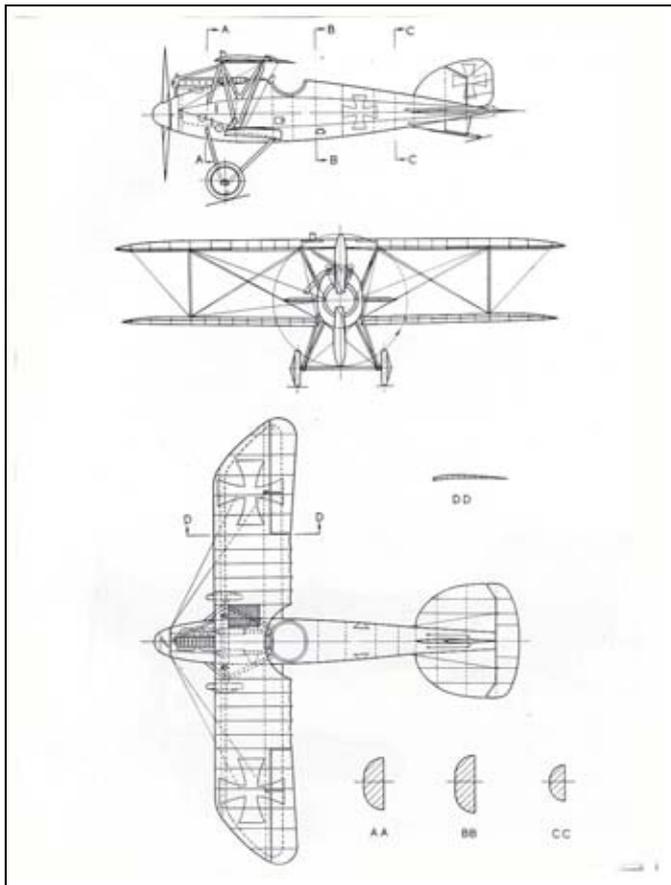
The other reason for changing to the DIII was the excellent detail drawings by Martin Digmayer included in the Data File. Presumably these were based on information from Austria, where several full size DIII's are being built from original drawings found in the Austrian archives.

Drawings.

Comparing the drawings against DIII photographs shows that they seem to be correct, subject to the usual variations in production. The only obvious error is in the shape of the wingtip in the front views, which have the leading edges up near the top surfaces of both wings. There is actually a slight curve down of this line in the front view, because the wing is at an incidence of five degrees, but the tip is actually straight, and not cambered as on the DII, firstly to line up with the tip rib leading edge and then to join onto the aileron hinge line. Incidentally, the top outer wings are slightly washed out in the aileron area, in addition to the aileron itself being twisted. This is required to line up with the swept forward aileron spar, which is a straight length of steel tube. All this can be seen from careful study of the photographs and this refinement of design does result in an aeroplane, or a flying model, with exceptionally docile and pleasant flying characteristics.

This is my third model of the DIII, all in the same red scheme of Manfred von Richthofen, but the others were relatively small. The quarter scale project was going to provide an opportunity to get the outlines correct at last, so I attacked the drawings with some enthusiasm. But there were a few compromises which had to be made, particularly in the rigging and aileron control, so that the model may be disassembled for transport.

The problem with the Albatros scouts is to design the model's aileron drive in a reasonably practical manner. The DV is best of the Albatros scouts, because the aileron drive is enclosed in the top wing and may be operated directly from servos and pushrods. The other versions, the DI, DII, DIII and DVa, have the ailerons driven by cables in the lower wings which pass externally to the ailerons above. In the case of my model of the DII (FSM plan) I elected to have servos in the top wing and to drive the ailerons via non-scale external pushrods and aileron horns. The new DIII has a compromise drive with servos in the lower wing and one external pushrod up to the aileron. This requires one aileron connection, one servo lead connection and four rigging connections per side, or a total of twelve connections on the model to be made or broken at each rig or de-rig.



There are other ways of arranging things, such as breaking the top wing into three pieces and having a cable drive to the ailerons from a central servo, but they all involve roughly the same number of connections.

Building the model.

The construction is simple, apart from the need to complete the rudder cable drive and the tail-plane mounting before the lower fuselage is covered in and the sub-fin and skid mount installed. Many modelers are amazed at the small spar sizes in these biplanes. They are perfectly adequate at this scale and most of the flight loads are carried by the steel wire rigging.

The fuselage was covered in tissue with flying surfaces in Sig Koverall. The undercamber was sewn by hand at 12mm pitch with cotton "button" thread. After doping, silk rib tapes were applied

onto "Balsarite" adhesive. Wing colours were sprayed automotive acrylic and Humbrol markings. The fuselage was sprayed epoxy red over the Humbrol markings without any difficulties being experienced. One coat over the fuselage crosses and two over the rudder crosses. The final result looks the part from various angles so the effort has been worthwhile. Powered by a new Moki 180 (30cc) driving a Bolly carbon 20x8 propeller the final weight came out at 9.5kg.

References:

1. "Albatros DIII"
A Windsock Data File Special
Drawings by P. M. Grosz.
2. "Albatros DVa" NASM
Famous aircraft No4. by R. C. Mikesh.
3. "Richthofen"
Windsock Data File Special
by A. E. Ferko.

Problem's with your OS 120 Surpass II ?

(The following article by James Price comes via the newsletter of the NSW Scale Aircraft Society and is offered as written. I had one of these engines, until it was destroyed in a crash, and had no problems, but I also know of others who had difficulty in obtaining satisfactory performance from their 120 Surpass II. Maybe this will help.)

If you own one of these engines you will no doubt know why it has a poor reputation for reliability. The engines are fine when running lean but one or two clicks further open with the needle valve causes them to become unreliable. The problem stems from a mismatched carburettor and pump. The pump has too much pressure for the carburetor, causing 'flame outs' during the transition from idle to full throttle. If you follow the steps below you should be able to achieve trouble free running from this engine.

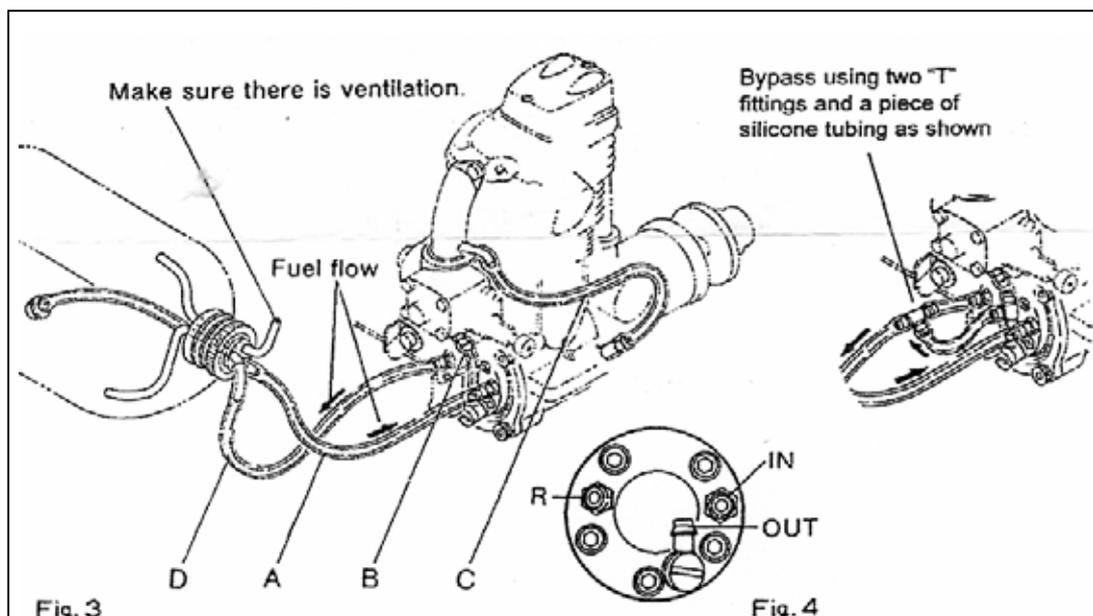
First you need to fit the fuel lines correctly. Figs 3 and 4 below show the correct way to connect the fuel lines as per the owners manual.

- Pipe A - To draw fuel from the tank to the pump. (IN)
- Pipe B - To deliver fuel from the tank to the carburetor. (OUT)
- Pipe C - To connect the crankcase breather to the intake pipe.
(This extra tube must not be omitted; the system will not function properly without it.)
- Pipe D - To return the excess fuel to the tank. (R)

Note: The end of the return line must be located at the bottom of the tank and there must be a vent line to the top of the tank.

Now for the "Fix" -

This comes from an OS technician in Japan. He explains that there was a mismatch in the design of the pump and needle valve/carburettor. Refer to the diagrams below and you will see the way to fix the problem is to put a tee piece in the line from the pump output (OUT) to the needle valve, another tee piece in the return line to the tank (R) and connect the two tees with small diameter fuel line. This connecting line must be smaller to restrict the fuel flow. The function of this "Fix" is to relieve pressure from the needle valve allowing easier adjustment of the needle valve for a leaner mixture and solving the problem of 'flame outs' during transition from idle to full power.



Gary Sunderland's new "ALBATROS" Project.



Two pictures of Gary's new Albatros D.III. Gary flew the model at the Werribee rally and it looked to fly as well as he says.

DAWN PATROL 2005 – DAYTON, OHIO

(Vic Larsen)



The Dawn Patrol weekend was held again in September 2005 at the Wright-Patterson AFB near Dayton, Ohio. This is also the home of the USAF Museum and a mile or so from Huffman Prairie where the Wrights did most of their flying after Kitty Hawk.

It's a thousand miles each way from my home in Dallas/Ft. Worth to Dayton but the Dawn Patrol is only held every two years and is a wonderful fly-in for full size and models, re-enactors, autos and other paraphernalia from the years of the Great War of 1914-18.

As usual we enjoyed the banquet in the museum among some of the greatest that the USAF has had to offer. In the very room where we were seated there were three airplanes from my past, although they would have been in Navy markings.



Ernie Harwood, fellow Texan by way of Ipswich UK, flew his wonderful Fokker DVII and I carried on with my faithful Avro 504. The Fokker is Laser powered and from a Proctor kit with a few extra touches. The lozenge pattern is hand painted with acrylics from the craft store. Of course, now that authentic printed linen is available from GTM Models in the US that puts an end to those problems.

I have shelved everything and am up to my elbows in balsa dust trying to make a Nieuport 28 out of big hunks of balsa wood. I came home from Dayton with a Balsa USA kit and had to build it as they fly very well. The problem is that I am spending a lot of time getting the pieces back to where they should be instead of where the kit designer has drawn them. Should be a good airplane for the next Dawn Patrol.

Cheers, Vic.

WWI AIRCRAFT REPLICAS.



◀ Vic with a Fokker Dr. 1.



▶ Another of the Fokker Dr. 1 replicas.



◀ Fokker Eindekker.



▶ Don't know this one. Looks like it might be a two seat Wright aircraft.

WWI SCALE MODELS



◀ Airco DH-2



▶ Fokker DVII



◀ Sopwith Triplane.



▶ Avro 504



◀ Can't positively identify this one but I think it's a Gotha G.Va bomber.



▶ Hannoversche CL.II



◀ Fokker Eindekker



▶ Sopwith Pup



◀ Fokker Dr.1 triplane



▶ Nieuport 28

Fieseler Storch Project - by Ed Newman (Texas, USA)

Together with the information on the Dawn Patrol, Vic Larsen sent photos and details of this magnificent project by Ed Newman.

Some pictures of Ed Newman's new 1/4 scale Fieseler Storch in progress. Ed flew his 1/5 size machine to 10th place in last year's Scale Masters but had trouble with the wind, so the bigger one is on the way powered by a Laser 300 V-twin and with an estimated weight of 35lbs.

This will be Ed's fourth Storch and he is certainly expert at the task. The centre section is built from chrome-moly tube, carbon fibre rod, fibreglass sheet, brass tube, etc. The undercarriage is also from chrome-moly and is fully sprung.



Ed with his Storch project. I don't know how he keeps that nice workshop so tidy.



Vic Larsen holds the exhaust pipes for the Storch.



Very nice detail work in the cabin area.

Your Petrol Dollars at Work!

Bill Mansell of the NSW Flying Scale Aircraft Association spends a lot of time on the job in Dubai. It's not all work as he also manages to get involved with some model flying at the local field.

While we like to think that our fields are good, consider our large expanse of territory and give some thought to the problems arising when flying in a country comprised of a desert of 3,885 sq. kms. (But with lots of oil wells.)



The "morning" flyers pit area is about 35 sq. m. with grassed runoff areas.

The authorities in Dubai built this airstrip for the local modellers to enjoy.

As can be seen from the surrounds it's in a desert but, like their race courses and golf courses, when you have the money and the will, you can do anything.



A solitary flyer. The buildings in the background are about 750m away.



◀ A view of the "afternoon" pit area (100m x 20m) with three taxiways onto the runway. The power lines are 750m from the end of the runway. Note the street lights for evening prayer and food during late afternoon / early evening flying sessions.

VFSAA Scale Rally at Werribee.



The Greensborough MAC contingent at Werribee. Mark Radburn's ARF Harvard and Spitfire with Michael Thorne's Cessna 172 at the rear.



Werribee members gave great support to the event as usual.

MothCair Aviation Services at Murwillumbah.

Gary Sunderland has a long history in full size aviation and recently received these photos from his friend Bryan Head who is now the re-covering expert for MothCair Aviation Services at Murwillumbah in northern NSW.

Bryan originally worked at Schutt's on the restoration of a Lockheed Hudson and a CAC Wirraway. After moving to the Chewing Gum field in Queensland with these and other aircraft he is now

based at Murwillumbah and was responsible for the fine covering work on the aircraft pictured. The current project at MothCair is the restoration to flying condition of an Avro Cadet, no doubt to be duly covered by Bryan.

I saw these three aircraft on a visit to the field a couple of years ago and can attest to the magnificent workmanship and the finish on each of them.



▲ D.H. 84 Dragon VH-UXG, another extensive rebuild by MothCair, is owned by husband and wife team, Des and Kathleen Porter. In addition to this complete aircraft MothCair built another three Dragon fuselages, two of which were sold to UK buyers.



▲ VH-UTP is the only Percival Gull IV flying, this aircraft was the subject of an almost total rebuild by MothCair with very little of the original structure being retained. The aircraft is owned by Singapore Airlines pilot Don Johnston and flies from the Murwillumbah field.



▲ Percival Gull VI, VH-CCM, is the aircraft formerly located at Drage's Museum at Wangaratta and was in a very sad state when transferred to MothCair for refurbishment. Rebuilt to greater splendour than originally, it is now an aircraft well worth consideration as a scale model. Owner Ken Holdsworth flies the plane from the Murwillumbah field.



A Few of those "Little Known Facts".

Fact No1.

In WWII US aircraft losses in all theatres of war between December 1941 and August 1945 totaled 41,575. Worst year was 1944 when a total of 20,394 aircraft were lost, nearly half of the losses being in the European campaign.

Fact No2.

Total US military aircraft production in the years 1940-1945 was 299,230 with one third of these aircraft being fighters and one third bombers. The balance being made up of reconnaissance, transport, training and communications aircraft. *(there were a lot of aeroplanes still around when the war finished!)*

Fact No3.

In 1939 a B-17 Fortress, complete and ready to fly away, cost \$301,221. By 1945 this cost was reduced to \$187,742.

The cost of a P-47 Thunderbolt in 1939 of \$113,246 was reduced by 1945 to \$83,001.

The C-47 Dakota cost \$128,761 in 1939 and reduced to \$85,035 by 1945.

However, the Piper L-4 which cost \$2,432 in 1942 actually increased in cost to \$2,701 in 1945.

(This information, from official US Government sources, was passed on by Barrie Reaby.)

VFSAA SCALE RALLY at NEPEAN



Our apologies for the late inclusion of this event but it was held a little too late in the year to be included in the December newsletter.

As has become the norm, this event was held in fine weather at a nicely prepared field and was well supported by the Nepean members. Not quite as many VFSAA members as we would like but it was close to Xmas so you are excused this time.

Unfortunately, in the Xmas confusion the results of this event went astray and our memories (even combined) cannot recall the winners so we regret their omission from the report.

We've put in another picture to make up for our mistake.



Tony Farnan brought this nice ARF version of the Super Chipmunk but the model was a little nose heavy and the small wheels could not handle the spongy couch grass on the strip.



Steve Ludlow flew this ARF P-47 Thunderbolt and an AT-6 Texan, also an ARF.



The pit area. The field is small with not many options for landing but it's always nicely prepared.



Barrie Reaby is a member at the club and is seen here trying to sort a motor problem in his Stearman PT-17. No shortage of advisors.



Scale ARF's are certainly improving. Alan Fildes flew this B-25 Mitchell to win the Military Flying section of the rally.

WHAT'S ON?

February 2nd	VFSAA General Meeting	FNCV
February 5th	Scale Rally	BACCHUS MARSH
February 19th	Scale Rally	CHAMPS
February 26th	Sportscale Rnd1	P&DARCS
March 5th	Sportscale Rnd 2	KEILOR
March 11th -12th	State Scale Champs	SHEPPARTON
March 19th	Monty Tyrell Memorial	P&DARCS
April 1st—2nd	Ballarat Display	BALLARAT
April 6th	VFSAA General Meeting	FNCV

NEXT MEETING

General meeting, Thursday, February 2nd, 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, February 8th, and March 8th, commencing at 8:00 pm at the home of Noel Whitehead, 13 Seattle Street, North Balwyn.

NEWSLETTER

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

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