

SCALE NEWS



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

A U S T R A L I A N N A T I O N A L C H A M P I O N S H I P S 2 0 0 6 .

(Gary Sunderland)

The 59th Model Aircraft Association of Australia National Championships were held from the 18th to the 24th of April at Strathalbyn in South Australia.

The South Australian modelers had obviously put in a lot of hard work in preparation and the organization and venue were excellent. Contest Director Bob Fisher and his deputy John Woolfitt were quietly efficient and, with their many helpers, deserve full marks for making this one of the best run nationals for many years.

scale flying and the conditions were nearly ideal, with light winds and overcast skies in the mornings, and a few sunny breaks and some thermal activity in the afternoons.

Unfortunately all this good work was negated to some extent by a shortage of competitors! Although we few in attendance enjoyed our unusual and unexpected success in the prize-giving, we would have enjoyed more company and competition in the events. This shortage of competitors extended to all events in all disciplines and, I am sure, was



Even the weather co-operated to some extent, despite a windy start to proceedings, including a squall which managed to blow down my tent in the middle of the night! Fortunately the winds abated at the start of

a great disappointment to all those South Australians who had put in so much time, energy and money into organizing the Championships.

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Special Dates and Points of Interest-

VFSAA General Meeting
Thursday 1st June

VFSAA Trophy
Sat-Sun 10th & 11th June
at Shepparton

VFSAA Sportscale Rnd 4
Sun 25th June
at State Field

VFSAA General Meeting
and AGM
Thursday 3rd August

Minutes of April General Meeting.

Date: 6-4-06

Location: FNCV

Time: 8.15 pm

Attendance: 22

Apologies: Barry Reaby, John Gottschalk
Previous minutes: Read
Matters arising: Nil

Correspondence in:

- Receipt for hall hire.
- VMAA minutes.
- Letter from the VRF re attendances at long weekend events.
- Letter from Greensborough re display day,.
- Invoice from HWT for Ian Watts add in the Sun.

Correspondence out: Thank you letter to the VRF.

Matter arising:

- Noel spoke on recognizing Ian Watts in some way, perhaps a trophy, or name change for Queens Birthday event.
- Trevor enquired how many would be coming to the Greensborough display day.

Treasurers report:

• Opening balance 02/02/06: \$4410.44 Receipts: \$345.00 Expenditure: \$483.38 Closing balance 06/04/06: \$4272.06

CD'S report:

- John commented on the State Champs, Large Scale poorly attended but the ARF section was good.
- A reminder of the Scale Rally at PARCS, and the Sportscale at Ballarat.

General business:

- Brian Green queried the \$100 deposit for the Team Trials for the World Champs and moved that the money collected be transferred to Clive Butler to help with team expenses. Seconded by Noel Whitehead. Accepted by the members.
- John Lamont referred to the photo of the South African Harvards and as to whether it was genuine or not. General opinion was yes.
- Gary Sunderland noted that there were some changes in the Nationals calendar.
- Noel noted that there was no reply yet from NSW re the contest between Vic. And NSW.
- The Trans Tasman will be the weekend before Easter next year.
- Clive Butler did a presentation on Static Judging.
- Many thanks to Frank Singh for providing the supper.

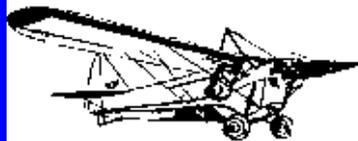
Meeting closed: 9.00 pm

Show and tell:-

- Clive showed his large ARF Blackburn Monoplane.
- Brian Green showed various bits and pieces of his Panther project.
- Ken Thomas showed photo's of some of his models and his next project, the Me323 Gigant.

THE VFSAA TROPHY.

Sat. 10th & Sun. 11th June
at the Ian Watts Field,
Shepparton.



Both Scale and ARF classes are open to all members of the MAAA.
Competition Rules are MAAA Large Scale but with no limits on size of model.
All models exceeding 7kg must have a current inspection certificate.
ARF class will be flown jointly with the Scale class.
Scale class only will include static judging.
Come along and bring your flying mates to enjoy a great social weekend.

Back to the Oval Office.

I was watching TV the other day. Well, there was nothing else to do because having my right hand all banded up and immobilized has curtailed at least two of my favourite activities. I was watching Aerobics Oz Style, just out of academic interest, when something strange struck me about the on screen activities.



When the lead chickie was facing the camera and said to do something with your left leg, she would do it with her right leg. This was actually quite confusing and the only way I could reconcile it was that the program is principally aimed at women and that this is just another manifestation of the women's Melway syndrome.

For new readers, it has long been my contention that women have poor spatial awareness, as evidenced by their need to turn street directories upside down when navigating, and that this is why we see so few women flying models.

Anyhow, I happened to mention the left leg/right leg phenomenon to my sister-in-law who is a primary school teacher. Imagine my shock when she said that this was standard primary school teaching methodology. I felt safe telling her what I thought about the teaching profession because she is one of the very few people in the World that I can outrun at present.

Look at the implications of this. The vast majority of primary teachers are female, who all suffer from the Melway syndrome, and they are trying to bring up boys the same way! Have we been looking at the wrong reasons for the shortage of youngsters entering the hobby? Is the real reason our female teachers? Could it also be that our adult flyers are losing their skills because they are watching Aerobics Oz Style, and that this is why fewer people are turning up at the flying field?

Nah, it's just apathy.

There was an important note in the latest MAAA newsletter contained in the VMAA newsletter that all members should have received by now. It emphasized the necessity to have proper large model and turbine certification before flying a model. Their point was that if an uncertified model causes property or personal damage, then the insurance cover would not apply.

And quite rightly. One could not have much sympathy for anyone caught in this position. But of more concern to me is the possible situation where the MAAA was aware that the hypothetical flyer had ignored the certification requirement and had done nothing about it. You can bet your boots that the MAAA, i.e. you and I, would have its pants sued off. I just hope that the MAAA takes this issue as seriously as it expects us to.

My main recent activity was to attend the Wagga Warbirds over the Anzac Day weekend. This continues to be the biggest and best scale competition in the country, and despite local quirks, has run very successfully for over 30 years. How disturbing then to find that the SA Nats scheduled the scale events to run at the same time as Wagga. What a surprise that hardly anyone turned up at the Nats. I had not intended to go to either event this year, but when the Nats program was revealed I decided to make my own small protest by going to Wagga. It just might be time for the Australian Scale Association to get up and run its own scale Nationals to avoid this sort of destructive behaviour.

Anyhow, enough of this. I have to go and attend to some of the activities of daily living. It's lucky the First Lady is a nurse!

Noel W

VIC LONGBON 1945 – 2006

We lost another fine modeller last month when Vic Longbon collapsed and died at his home in Perth. Many of you will not have known Vic but he was a leading light in many facets of aeromodelling in the west for many years.

Vic built all types of models but scale won out, at least temporarily, and in more recent years he was heavily involved with turbines, both in construction and flying.

Western Australian modelling will miss this talented modeler who left us at such a relatively young age.

AGM and Elections.

The August meeting is the AGM, at which we must elect the Officebearers and Committee for 2006-7. All positions are available and members should start to think about the future direction of our Association. The present Committee has been in position for some years and it may be time for a change. If you believe that you have something to offer why not nominate.

Anthony Mott has indicated that he will not continue as Treasurer and I am stepping down as Contest Director so we will need to fill those vacancies. The Treasurer is an office bearer of the Association but the CD does not have committee status although he may attend committee meetings and is able to have input at these meetings.

Both positions are important for the operation of the Association.

| | | |
|-------------|---------------------------|--|
| President: | Noel Whitehead | Tel: 9857-5951, e-mail: noelw@vegas.com.au |
| Secretary: | Keith Schneider | Tel: 9842-5381, e-mail: kjschneider@rabbit.com.au |
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A U S T R A L I A N N A T I O N A L C H A M P I O N S H I P S 2 0 0 6 .

The static judging was held over one day and went off without a hitch, assisted by the small number of models presented. Two panels of judges presided, comprising officials from South Australia, New South Wales and Victoria.

The only unusual event, for me anyway, occurred after judging for outline of my Fokker DVII model, entered in the F4C competition, when I invited the judges to inspect the model close-up, as is usual in F4C, for colour, markings, texture, craftsmanship and detail. The Chief Judge advised that there was nothing in the rules which required the judges to be closer than five metres, so the three judges remained seated where they were! There was certainly no danger, at this distance, of any of the judges actually touching the model, as prohibited in the rules! After checking the rule (6.1.10) this is technically correct, but not, of course, within the spirit or intent. My only explanation is that there are so few F4C contests held in Australia these days that the judges get out of practice.

Another observation worth noting is that many of the models entered in the Stand Off and Large scale events could equally well have been entered in F4C. Some of these models were very well constructed and comprehensively detailed to the extent that they would have scored very well in F4C static judging. (Even if the judges had taken a close-up look!) We seem to be suffering from a

sort of inverted snobbery in modelling, where people are reluctant to compete at the highest level, which surely must be the F4C International Class, in the belief that their models are "not good enough", when to any observer they clearly are. Thus the participants in F4C become fewer and the number of F4C contests in Australia each year is reduced because of the "lack of demand" from members. Reversing this trend seems to be impossible, because any move to restrict the other (local) classes and promote F4C would probably result in less competition overall as people dropped out. The flying side of the competitions is not an issue because some years ago, the MAAA agreed that all scale contests would adopt the F4C flying schedule and judging rules.

As noted above, the weather improved greatly in time for three days of enjoyable flying, with Stand Off, F4C and Large scale each taking one day. There was some excellent flying throughout, and a tight competition on the last day when three models had very close static scores and the final placings were up for grabs to the last round.

Everyone at Strathalbyn had a very enjoyable time but we could have done with some more competitors to liven things up. So if you missed out then I can only quote the current tourist grab:- "Where the bloody hell were you ?"

LARGE SCALE RESULTS

| ENTRANT | MODEL | STATIC | RND 1 | RND 2 | RND 3 | TOTAL | |
|---------------|----------------|--------|--------|-------|--------|--------|---|
| P. WINTER | PIPER CUB | 1656 | 1477 | DNF | 1499 | 3144 | 1 |
| A. BYRNE | SOPWITH PUP | 1437.5 | 961 | 1432 | 1402.5 | 2854 | 2 |
| G. SUNDERLAND | BRISTOL F2B | 1347.5 | 1168 | 1420 | 1462 | 2788.5 | 3 |
| T. GALE | VOUGHT CORSAIR | 1327 | 1423.5 | 1452 | 1465 | 2785 | 4 |
| W. SCHUBACH | PIPER CUB | 1195 | 1287.5 | 1371 | 1349.5 | 2555 | 5 |
| I. CROWHURST | DH 60G | 1110 | 1381.5 | 1385 | 1418 | 2511 | 6 |

STAND OFF SCALE RESULTS

| ENTRANT | MODEL | STATIC | RND 1 | RND 2 | RND 3 | TOTAL | |
|---------------|---------------|--------|-------|-------|-------|--------|---|
| G. SUNDERLAND | BRISTOL SCOUT | 1640 | 1416 | 1505 | 1455 | 3120 | 1 |
| T. COSH | SE5 | 1565 | 1071 | 1074 | 1271 | 2737.5 | 2 |
| S. BARKER | SE5 | 1535 | 1109 | 1137 | 846 | 2658 | 3 |
| I. CROWHURST | STAMPE SV4 | 1125 | 1145 | 1228 | 1294 | 2386 | 4 |

F4C SCALE RESULTS

| ENTRANT | MODEL | STATIC | RND 1 | RND 2 | RND 3 | TOTAL | |
|---------------|-------------|--------|--------|--------|--------|--------|---|
| G. SUNDERLAND | FOKKER DVII | 2125.5 | 2104 | 2316 | 2046 | 4335.5 | 1 |
| A. BYRNE | PIPER CUB | 1762.5 | 2163 | 2063.5 | 2076 | 3882 | 2 |
| W. SCHUBACH | STAMPE SV4 | 1837.5 | 1929.5 | 1923.5 | 1929.5 | 3803 | 3 |

Pics from the Nats - by Gary Sunderland



Ian Crowhurst of South Australia starts his DH 60G III (Moth/Tiger) in the start box. Model is 1/4 scale and powered by an OS 120 mounted inverted.



1/4 scale Sopwith Pup by Adrian Byrne of Western Australia placed second in Large Scale.



A pair of 1/5 scale SE5's by Terry Cosh and Steve Barker from South Australia.



Adrian Byrne placed second in F4C with this 1/4 scale clipped wing Cub.



Trevor Gale in the starting box with his Corsair.



Ian Crowhurst flew this Stampe SV4 in Stand Off Scale.



Vought Corsair by Trevor Gale of South Australia. Model is 2.36m span and weighs 19.5kg. Power is a Zenoah 74 twin.



The Strathalbyn field is equipped with this rigging table complete with shade cloth cover.

WAGGA WAR BIRDS 2006.

(NoelWhitehead)



As it has for the last thirty something years, the Wagga MAC again held its WW2 and Military competition on the Anzac Day Weekend. It seemed a little smaller this year, only about 50 models, possibly due to the petrol price, but it is still by far the largest scale competition in the country. "Competition" is worth stressing, for even after all this time, I still talk to people who think it is a rally. But then there are still lots of people who want to call "commence" and "complete"! Some folk are just slow learners I guess.

Anyhow, back to the event. Most static judging is done on the Friday these days, and this helps the flow of the flying on the Saturday and Sunday. They take between 5 and 10 minutes per model and a few odd results come out, but overall it seems to work pretty well. I should point out that Wagga rules are unique, and bonuses are awarded for features such as retracts, bomb drops, flaps and opening canopies. These can actually make a significant difference to the final score. There are also several grades of construction points with scratch built models having a fair advantage over other types. So although ARFs are on the increase, as everywhere, they are not competitive.

This year the weather was pretty kind to us. Although there was a brisk wind on Saturday, it remained straight up and down the strip all weekend. Incidents were few; there were two Fokker D7s entered and both ended up in little pieces (I keep telling people that D7s were grossly overrated), and Ray Botten's chair collapsed and he ended up on top of someone's PT19, but that was about all.

The administration hasn't quite regained the standard reached when Hazel Tennant was in charge, but of course she had had a lot of practice. The new team will get there in time. The only real problem I had was there seemed to be a frequency clash every time it was my turn to fly. Former president Rob Dickson had a minor victory when he turned up on the Sunday about 2 hours after he was due to fly (yes, I know it is hard to believe) and managed to talk them into letting him have his flight. I think they might be waiting in ambush for him next year.

On to the pilots' draw. As usual there were some substantial goods on offer. As usual most had gone by the time my name was drawn. I was sorely tempted to take the fishing rod and reel, and present it as a perpetual trophy to the VFSAA member who turns up least often in any year. But then I reasoned that those people already had fishing gear so it would all be pointless. Results of the competition are elsewhere in the newsletter.

RESULTS

MILITARY

- | | |
|-------------------|---------------------------|
| 1. Peter Gow | North American AT-6 Texan |
| 2. Noel Whitehead | CAC Winjeel |
| 3. Peter Noak | Fairchild PT-19 |

WORLD WAR I

- | | |
|-----------------|---------------|
| 1. Dean Erby | Albatros DV |
| 2. Alf Williams | Sopwith Camel |
| 3. Ken Cowdroy | Fokker DVII |

WORLD WAR II

- | | |
|----------------|--------------------|
| 1. Don Murray | Douglas Dauntless |
| 2. Barry James | DH-82 Tiger Moth |
| 3. Don Murray | Junkers Ju87 Stuka |

MODEL OF THE MEET

- | | |
|------------|------------------------------|
| Robert Zyp | North American B-25 Mitchell |
|------------|------------------------------|

HIGHEST STATIC SCORE

- | | |
|---------------|-------------|
| Ross Woodcock | Ansaldo SV5 |
|---------------|-------------|

HIGHEST FLIGHT SCORE

- | | |
|------------|-------------------|
| Don Murray | Douglas Dauntless |
|------------|-------------------|



Avro 504 by Warwick Gregory of NSW

WAGGA WARBIRDS 2006

(Photos by Roger Carrigg and John Kinnane)



B-25 Mitchell by Robert Zyp (NSW) from Rod Mitchell's plans.



Clive Butler's PT-17 in flight.



Ansaldo SV5 by Ross Woodcock (NSW)



Noel Whitehead's Winjeel



Cessna Bird Dog by David Balfour (NSW)



Douglas Dauntless by Don Murray (NSW)



Sopwith Camel by Alf Williams (NSW)



Rob Dickson prepares his P-47 Thunderbolt for flight.

VFSAA SPORTSCALE Rnd 3 at BALLARAT.



Once again we had threatening weather as we drove west to Ballarat. It was raining and the forecast was not promising but, as is often the case on our country sojourns, the rain did not arrive at the field. Although a little cold for the judges and flyers it was a good day and well attended by both local members and Melbourne modellers.

While the entries in the ARF section were down on previous numbers the entry in the scale section was excellent and both competitions were well fought with the results in doubt to the end. The attendance by Keilor members was appreciated and introduced a few more modellers to scale competition.

As usual the hot stove in the clubhouse was welcome and was surrounded by bodies when they were not required to present themselves at the flightline. The only accident was to Noel Whitehead's "practice" Winjeel which really stalled and crashed while attempting a stall turn. Luckily the damage was not severe and the model will fly again.

The Ballarat club provided an excellent lunch and I thank all who made the trip to fly or to act in an official capacity.



Reno Gallo of the Keilor club was a first time competitor with his CAP and enjoyed the event.



Ivan Vidak had a few problems with the motor in his Cassutt Racer but managed to make two completed flights.

RESULTS

SCALE

| ENTRANT | MODEL | RND 1 | RND 2 | RND 3 | TOTAL | |
|---------------|---------------|-------|-------|-------|--------|---|
| R.CARRIGG | CESSNA 182 | 2421 | 2376 | 2268 | 2398.5 | 1 |
| G.SUNDERLAND | ALBATROS DIII | 2289 | 2336 | 2127 | 2312.5 | 2 |
| A. DUDDINGTON | EXTRA 300 | 2259 | 2008 | 2205 | 2232 | 3 |
| T. PUGH | STAUDACHER | 2218 | 2016 | 2223 | 2220.5 | 4 |
| I. VIDAK | CASSUTT | 2078 | 1743 | 2181 | 2104.5 | 5 |
| N. WHITEHEAD | WINJEEL | 2421 | 1416 | DNF | 1918.5 | 6 |
| R. PIMBLOTT | KI-61 | 1813 | 1590 | DNF | 1701.5 | 7 |

ARF

| ENTRANT | MODEL | RND 1 | RND 2 | RND 3 | TOTAL | |
|-------------|-----------|-------|-------|-------|--------|---|
| A. EMILIANI | EDGE 540 | 2089 | 2127 | 2283 | 2205 | 1 |
| G. ALLEN | SUPER CUB | 2073 | 2064 | 2214 | 2143.5 | 2 |
| R. GALLO | CAP | 1881 | 1833 | 1593 | 1857 | 3 |



Roger Carrigg's Cessna 182 and Graeme Allen's Super Cub on the flightline.

Let the Diagrams Rule.

Way back in 1997 when I first offered to take on the role of editor of Scale News Noel, as President, and the committee of the time resolved that there would be no changes to the Fun Scale rules for twelve months. This decision came about through my presentation of several arguments disagreeing with some of the then current rules. I have largely maintained my silence since then, or at least have refrained from publishing any further comments on the rules — until now!

After years of trying to judge three different sets of flying rules in F4C, Large Scale and Scale Masters we eventually simplified things by adopting the F4C flight schedule, and its attendant judging rules, for all scale competitions but still have not reached agreement on the performance of many manoeuvres and the application of downgrades. I have to say at this point that our flight judges are to be commended for their willingness to attend competitions and sit in the open for hours while the flyers relax in the shade (or warmth, depending on the weather) and only venture out for 10 minutes or so to fly a quick schedule. Without the dedicated judges it would not be possible to run many events.

My concern, and this has been accentuated by the recent changes in the F4C judging rules, is that each judge is expected to score a manoeuvre based on his interpretation of that manoeuvre. This I believe is not fair to the judges or to the competitor who cannot know what each judge is looking for and may only satisfy one of the three or more judges when flying a manoeuvre. Now I know that some people will say that it's up to the competitor to select his manoeuvres and the judges to have the ability to score the flight according to aircraft type, but that is putting a huge burden on the judges and is no help to the pilot trying to interpret what the judges may be expecting.

There is an answer to this and it lies in the F4C Flight Schedule and Judging Guide. The guide is well illustrated with manoeuvres clearly shown in diagrams, together with the start and finish points, and an accompanying list of possible downgrades. The diagrams for one reason or another are drawn from an overhead perspective but it is relatively simple to convert the view to that of the judges i.e. looking upwards from ground level.

This is also the view of the pilot and if all are familiar with the diagrams then it should not be hard for judges to score the manoeuvre by comparison with the diagram and for pilots to perform accordingly. (Any optional manoeuvre selected outside those in the schedule should be described for the judges benefit before commencement of the flight). If we agree that the diagram is a true indication of the way the manoeuvre is to be performed then the problem disappears and everyone knows exactly what is required of them, both in judging and flying.

Another little thought. Many have spoken on the difficulty of judging scale model speed and a number of methods have been espoused for scoring this. The system determined from the information on the flight schedule is to divide the stated aircraft flying speed (airspeed) by the scale of the model to arrive at a nominal figure. (Incidentally this method is heavily loaded against small models and models of aircraft with a low flying speed, possibly requiring a 1/5 scale model to fly at 30-40km/hr and clearly out of the question for most models. As Noel Whitehead rightly says, this method also requires that the model fly at such distance as to make the scale appear correct to the eye. Not possible on our small fields with the judges sitting only a few metres from the airstrip.)

Regardless of the information requested on the flight sheet, estimation of the airspeed of a model is quite irrelevant. It is the ground speed that the judges can see and this, of course varies considerably depending on the strength of the wind and the direction of travel of the aircraft. Accepting the need for many models to fly well above what might, according to the airspeed/scale theory, be considered scale airspeed, to the eyes of judges sitting on the ground the aircraft, when flying at a constant airspeed safely above stalling speed, will probably appear to be somewhat realistic when flying into wind but far too fast when flying down wind and there's not much that a pilot can do to improve the situation.

The forum is open. Make your case.

CLASSIC FIGHTERS and the TRANS TASMAN CHALLENGE.

(Gary Sunderland)

For anyone with an interest in traveling to New Zealand for Easter 2007, and spectating or participating in the Trans Tasman Challenge, be aware that Classic Fighters Display 2007 will be on again at this time at Omaka aerodrome.

Just to whet your appetite for all this full size WWI and WWII aeroplane flying you can send off for a DVD of the 2005 display, and a lot more, for NZ\$35 from—<http://www.classicfighters.co.nz/shop>

Or from Classic Fighters
PO Box 590
Blenheim, NZ, 7315

This is an early warning for the Trans Tasman Challenge and we will be passing on more information as the date approaches. In the meantime it looks as though we may be increasing the team size for 2007 and the team selection event will be the F4C event at the next Nats (Albury 2006-7). If you are building a new scale model give some thought to making it transportable by air so that you can have the opportunity to take part in this event. Ed.

VFSAA SCALE RALLY at PARCS.

This event is usually one of the best attended on our calendar but unfortunately, this year, we inadvertently scheduled it on Mother's Day and it was a fizzer. With few in attendance we called it all off, had a fly and came home.

The only significant happening was when I ran out of fuel in the Cub and collected the fence on the hill (again!). Fortunately without damage this time, so the Cub will keep flying.

VFSAA SCALE RALLY at P&DARCS.

Once again the forecast was not good and this was reflected in the smaller attendance. The promised rain did not eventuate but the wind was gusty and cold and while most models flew there was not a lot of enthusiasm and we wound up the event in the early afternoon.

After a fine lunch prepared by Wal Schubach and his lady chef we presented awards in three categories before retiring home.

AWARDS

| | | |
|------------------|-----------------|--------------|
| Military Flying | Alan Holloway | Me 163 |
| Civil Flying | Roly Gaumann | Antonov AN-2 |
| Civil Non-flying | Angelo Favaloro | Cessna 182 |



Barrie Reaby's latest model is a Heinkel He 51. Barrie seems to have a liking for biplanes!



Roly Gaumann's Antonov is quite small, light and electric powered but flew well in the conditions.



David Anderson with his ARF Christen Eagle. Model lost power on take off and crashed. Lots of damage but may be repairable.

More Small Toys for Big Boys

Way back in 2001 I started buying small diecast models of various aircraft through the local newsagent. These petered out after I had collected sixty odd models and I thought that my obsession was all over until a recent casual look around the web revealed a source in the States that was selling these and many other models.

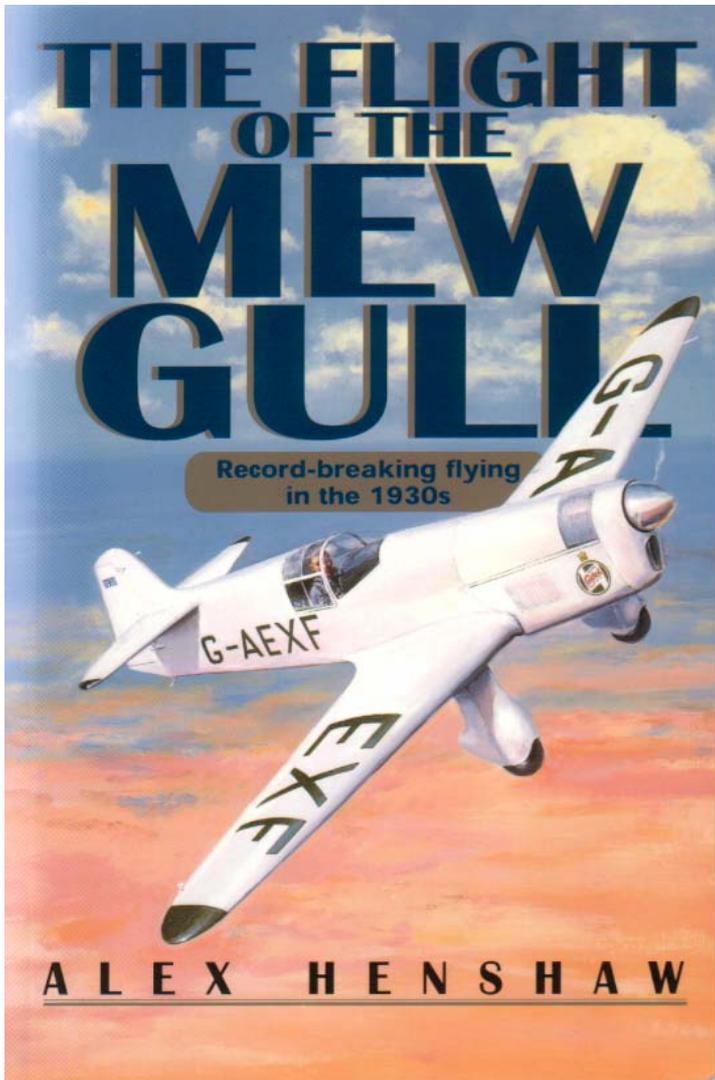
Among those on offer were many aircraft that I coveted, so it was on again. I now have a nice collection of heavy and light bombers and a few more WWI types. They cost a bit more to bring in from the States than purchasing from the newsagent but so what - It's only money!



Battle of Britain Flight.



Dawn patrol.



Henshaw left Gravesend on February 5, 1939 and arrived back in 4 days 10 hours 16 minutes, setting a new record, after an eventful flight which is described in his book "The Flight of the Mew Gull"

Passing through many hands and after some modification, the aircraft is now back to its original configuration and was recently taken to the USA for display at the Reno Air Races.



David and the Mew Gull with the sole Arrow Active in the background



Bücker Jungmeister behind the Gull.

On his visit to the UK last year David Anderson came across the original Mew Gull and passed on some pictures and information about this famous racing aircraft of the thirties.

Presently with the "The Real Aeroplane Company" the aircraft sits in a hanger with other unique aircraft owned and flown by Tony Smith, the proprietor of the company.

This aircraft, G-AEXF, is one of a small number of Mew Gulls designed by A.A.Bage and built by Edgar Percival and the Percival Aircraft Co. Ltd. in the mid-thirties. Built to compete in the King's Cup and Folkestone Trophy races they were also used to set long distance records, the most notable of these being Alex Henshaw's London -Capetown and return flight in G-AEXF.



Me 109 and P-51 Mustang also in the hangar.



The Mew Gull at the Reno Air Races.

WHAT'S ON?

| | | |
|----------------|------------------------------|---------------|
| June 1st | VFSAA General Meeting | FNCV |
| June 10th-11th | VFSAA Trophy | SHEPPARTON |
| June 25th | Sportscale Rd 4 | STATE FIELD |
| July 9th | Scale Rally | CROYDON |
| August 3rd | VFSAA Annual General Meeting | FNCV |
| August 13th | Scale Rally | GREENSBOROUGH |

NEXT MEETING

General meeting, Thursday, June 1st, 2006, 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, June 7th, and July 13th, 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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