

SCALE NEWS



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

Victorian Scale Championships.

The State Scale Championships were scheduled to be run on the weekend of 17th-18th of February at Shepparton. On arrival at the field on the Saturday morning, it was found to be very hot, with the temperature forecast to be in the high 30's. With only nine contestants turning up, it was decided that we did not have enough contestants in each class to run the F4C, Large Scale and Stand off.

A meeting was called, and the decision was made to make it a one-day event and fly all models together in an ARF competition. We decided to run the State Champs, minus the ARF section, at a later date when the weather was cooler.

The contestants did a great job in handling the quite windy conditions to complete a full day's flying.

(Keith Schneider)

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Trevor Pugh's Staudacher.



David Law's winning Pitts S2A.

RESULTS

ENTRANT	MODEL	RND 1	RND 2	RND 3	TOTAL	
D. LAW	PITTS S2A	2511	2253	2297	2404	1
D. ANDERSON	KATANA	2022	2205	2319	2262	2
A. MOTT	TURBULENT	2187	2250	2235	2242.5	3
B. WHELLAN	CORBY STARLET	2109	2286	2055	2197.5	4
N. WHITEHEAD	EXTRA 300	2175	2130	2217	2196	5
T. PUGH	STAUDACHER	2067	2142	DNF	2104.5	6
P. WINTER	PIPER CUB	1026	1203	2181	1692	7
R. POPELLIER	THUNDERBOLT	1620	1496	DNF	1558	8
G. SUNDERLAND	ALBATROS	1026	DNF	DNF	513	9

Special Dates and Points of Interest-

Sunday May 20th
State Scale Championships
at the State Field

Sat 9th - Sun 10th June
VFSAA Trophy
at Shepparton

Monday September 17th
2008 World Scale
Championship Team Trial
at Shepparton

Minutes of February General Meeting.

Date: 1/2/07

Location: FNCV

Start: 8.10pm

Attendance: 26

Apologies: Bill Eunson

Visitors: Rod Mitchell

Previous minutes: Read.

Matters arising: Nil

Correspondence in:

- Approval from Bacchus Marsh and the State Field for field use.
- VMAA request for Scale sub Committee member and chairman nomination.
- CHAMPS re date change.
- Receipt from FNCV for hall hire.
- VMAA newsletter.
- An invitation to SEMAC Warbird Rally 1-4-07.
- E-mail reply from VRF. OK for the use of the field for the Team Trials in September.

Correspondence out:

- Chq. To FNCV for hall hire.
- E-mail request to VRF for the use of the field for the Team Trials in September.
- E-mail to PARCS re date change.
- E-mail to CHAMPS re date change.
- E-mail to VMAA re Scale Sub Committee delegate.

CD'S report:

- Werribee event was well supported by the local club, a successful day.
- The Sportscale event at the State Field a good day, though windy.
- David Law felt that the Nats was well attended. Trevor Pugh reported that the Albury club put a lot of work into organizing the catering at the field. He read out a list of the food consumed over the days. Secretary to send a letter of thanks for their effort.
- Noel Spoke about the Nats, and how it should be changed to a later date.

Treasurer's report:

- Noel queried the progress of the raffle. \$170 raised so far.
Accepted: David Law Seconded: Keith Schneider

General business:

- Brian Green wanted to clarify his statement re the Management of the VFSA, not aimed at the individual Committee members.
- John Lamont replied with an explanation of how the events were run, and why.
- David Law suggested we all be sociable, and get on with our events. He also suggested if anybody wanted to have a go at running events, to get in touch with Noel Whitehead. Noel would like members to step up and help at events.
- David Law called for people who are interested in going to the Trans Tasman.
- A suggestion was made to put the entry forms on the Website to help speed things up.
- Brian Green suggested sending an e-mail out one week before events, and charging \$10 rather than \$5 entry fee for events. Frank Curzon suggested a donation for the supper.
- Barry Reaby suggested \$2 per head for the supper.
- Send articles and photo's to VMAA editor
- Many thanks to Frank Singh for the supper

Meeting finished: 9.15pm

Show and tell.

- Haydn Hampson showed his Sea Fury.
- John Gottschalk showed his ½ scale Fokker D6.
- Ken Thomas showed further progress on his ME323.
- Gary Sunderland showed his Pfalz.
- John Lamont showed some miniature piano hinges purchased in the USA.

President's Report



Hi all,

Well it appears we may be doing something right as things are starting to look positive for our little group.

Our last general meeting was the best meeting I can remember for a long time. It was good to see some old faces return as well as a couple of new ones, and the show and tell really made the night. So if we do a quick psychoanalysis of the night you will probably find that any discussion held was just that - a discussion without any sniper shots being fired, and there was an abundance of interesting models for our show and tell. I think the solution is easy: let's all be civil to each other and work together, and keep up the good work with the models. Really, the show and tell is the part of the meetings that we should all be looking forward to as it's how we learn from each others new ideas, and it's what we are all about - building scale model aircraft.

Our competition scene since Christmas has also been fantastic. It is really great to be able to get out to the flying field and catch up with the guys for a fly and see their latest models. Unfortunately the first few months of the year are very hot which obviously deters a few which means our numbers have been down a bit, but for the ones that have attended, the comps have been well worth the effort. So if you have been thinking of coming for a fly please do so - you won't regret it!

Our state Champs was to be held in February at Shepparton but I think mainly due to the weather, we did not have enough attendance to run all four classes. I was lead to believe that there was going to be at least twelve present for the ARF class alone so I don't know what happened to them. In the end it was shortened to a one day comp, and the state champs has been put off until later this year. It was great to see that Paul Winter and Darryl Gunst had made the journey to compete, and also raised the point that we may need to consider some Saturday events for people like Paul Winter who can't attend on Sundays.

On another note, I have started following the aerobatic scene in an attempt to improve my flying. It is very interesting to see that they are having similar problems to us in keeping the numbers up at their comps as well. I am hoping I might be able to apply some of the techniques they are using in their promoting and running of events for us. One noticeable difference is the number of flights they get through in a day and it was still fairly casual with no whip cracking. It also seems I have been able to convince a few of the aerobatic guys to try some of our scale comps so there could be some fierce competition to look forward to in the future.

Anyway in summary, good work guys, keep up the enthusiasm, and I'll see you at the field.

David Law.

From the Editor.

This issue of the newsletter is a little earlier than usual as I will be in New Zealand at the end of March competing in the Trans Tasman Challenge. Following my lowly place in F4C at the Nationals I did not anticipate competing in this event (although I intended to go as a spectator) but the withdrawal or non attendance of other F4C flyers forced my hand and I find myself again packing the Gull for another overseas trip.

The team, originally comprising Dean Erby of NSW, David Law and myself has been changed to include Noel Whitehead, following the withdrawal of David Law due to pressure of business. Noel had to make a very late decision and managed to get the necessary flights at short notice.

While we had many people interested in this event when it was held in Australia in 2005 the reluctance shown now and in the past to the reverse trip to New Zealand seems to indicate that we are always going to struggle to find a team when we have to go over there.

I am going this time to keep faith with our friends from NZ but I won't do it again and if we can't guarantee a better response after this trip then it might be better to drop the event and save the embarrassment before we again become obliged to fly to NZ in 2011.



Just to show that our fishing trips do produce results sometimes, here's Gary's flathead from Lake Tyers which measured 850mm. It was a big fish and was released to produce more big fish.

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Careful ! Don't get caught !!

On Friday 9th Feb, about 3.50 pm, I had set up my Saito 150 four stroke with a 16x7 propeller to try and iron out an apparent air leak in the fuel delivery (subsequent to what happened I had obviously fixed the problem).

The motor had been run at least 4 to 5 times during this period when I tried the motor for another run (after finding the air leak). I went through the same procedure - starter, leather gloves, carburettor set to idle and hit the spinner for a start. Immediately the motor simply roared and went to full revs, the stand rolled towards me and I felt a tremendous 'whack' on my left hand. I jumped back as the stand was pulled to the ground.

I pulled the leather glove off to see my ring finger hanging down, grabbed a large rag and dashed inside asking Pat, my wife, to take me to the Sandringham Hospital which is about 1 km from our home. Sandringham hit me with a few doses of morphine which relieved the pain but it took about 21/2 hours for the medico's at Sandringham to finally get a hospital that could operate. I finished up at the Alfred Hospital, where most of my ring finger was removed and injuries to other fingers attended to.

Whilst this was a nasty accident I was lucky from a couple of points of view -

1. I never start a motor on my own.
2. We are approx 5 minutes away from a hospital.
3. Pat can drive a car.

I have enclosed a photo of my test stand with the Saito 150 and the (now busted prop). I used a spring scale and found that it took a 16 lb pull to tilt the stand. I will now modify the stand with a timber each side extending some distance forward to negate this sort of situation happening again.

Accidents do happen and I cannot explain how the carburettor setting was on full throttle, as I was sure it was set at idle. Never the less it was on full throttle and the 16x7 propeller, at an estimated 9000 rpm, had the ability to pull the stand over.

We can all be wise after the event and my lesson has been a nasty one. The reason for my sending this to John Lamont is to hopefully highlight the situation I found myself in as a warning to my fellow modellers of the extreme dangers that lurk. I know we all claim to know the dangers, but do we??

Barrie Reaby



VFSAA SCALE RALLY at SEMAC.

I missed the SEMAC event while on my fishing excursion but from all reports it was a highly successful first visit to this club and was well supported by the local members and a number of VFSAA members.

Although dry, the field was well prepared and everyone seemed to enjoy a relaxed day of scale flying.

While not a competitive group of modellers the SEMAC club members who participated on the day were most appreciative and we are welcome to return next year

AWARDS

Military Non-Flying	G. Metcalfe	F-86 Sabre
Military Flying	M. Sivyer	Spitfire
Civil Flying	C. Vandersluys	Waco
Civil Non-Flying	A. Favaloro	Corby Starlet



Colin Vandersluys won Civil flying with his nice Waco YKS-6.



Ron Paine flew this Piper L4 in Military flying.



David Law and his Extra 300.



Alan Holloway flew his Bowers Flybaby.



One side of the pits line up.



The other side of the pits.

Ivan Vidak's McDonnell XP-67 "Moonbat".

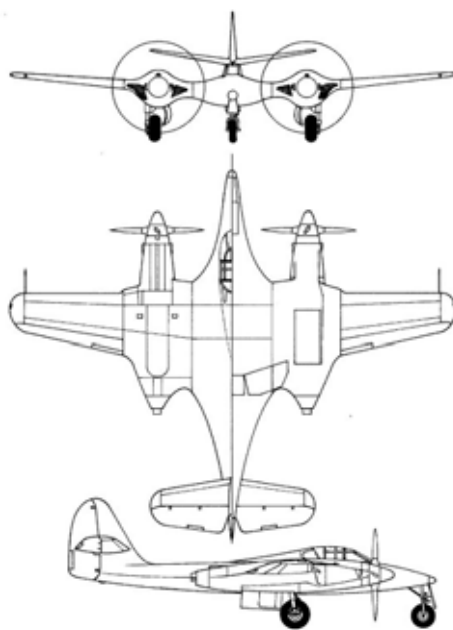
Based upon interest in an earlier McDonnell study for a long-range fighter, the A.A.C. issued an order for two prototype airplanes on July 29, 1941, designating them XP-67.

The aircraft was unusual in that the design team sought to maintain true aerofoil sections throughout the entire fighter including the center fuselage and merging the rear portions of the engine nacelles with the wing.

The first XP-67 was ready for ground trials on December 1, 1943 although it was not yet complete for flight. On December 8, however, the aircraft was damaged by fires in both engine nacelles, caused by a malfunction of the exhaust manifold slip rings. But, by January 6, 1944 the damage was repaired and the XP-67 made its first flight. The flight, however, ended after six minutes due to difficulties with the experimental engines. After a number of modifications were made to the engine installations two test flights were accomplished. On the fourth flight the engine bearings burned out when the engines were unintentionally over speeded.

On March 23, 1944 flight trials restarted and continued for several months. After five test flights AAF pilots found the aircraft cockpit layout fair and ground handling satisfactory, but the aircraft appeared underpowered with long take-offs, poor initial rate of climb, and slow acceleration. Other flight characteristics were good, such as light stick forces, effective control at all speeds with flight stable longitudinally, but a tendency to dutch roll.

Upon return to the factory the cooling ducts were reworked and the tail planes raised a foot. Then followed more flight tests before AAF pilots finally got to fly the plane on 11 May 1944. During the following flights, several problems were cured, but engine related ones never were satisfactorily corrected. The biggest problem was engine overheating which led to a fire in the right nacelle on 6 September 1944. The ensuing fire caused major damage and on 13 September, McDonnell and the USAAF agreed to terminate the contract. The second airframe was never completed.



The Model.

Ivan saw this aircraft on the net a long time ago and wanted to build one but as usual, always got sidetracked as most of us do.

About two and a half years ago he spent some time on the net looking for a three view and found Mike Emilio, a fellow modeller from Canada who had a 70" plan for the Moonbat. After a few e-mail exchanges Ivan asked him for a plan enlarged to 100" wingspan and as the plan was drawn in Autocad this did not present a problem. It took a while to start on the Bat as Ivan wasn't used to working from very basic plans but with help from some close friends to get around some basic problems he is now in a position where everything has been installed in the fuselage and it is ready to be finish planked.

The Bat will be powered by two OS-91 two stroke engines for which he has to make new mufflers to keep everything in the cowl. Ivan made the wheel retracting mechanism and oleo legs using a Robart air cylinders. The wheels are also Robart and will have

electric brakes (bought from Hobby-Lobby) on the two main wheels. Besides finishing the model he still has to make a mould for the canopy and engine spinners.



A finished model of the Moonbat.



Ivan's model in the early framing stage.



Present stage of progress on the Moonbat.

A touch of Nostalgia.



A satisfied smile for Anthony Mott with his superb Druine Turbulent powered by an OS Gemini twin, at the MARCS field. Photographer: Tony Farman. Aircraft is all red with white trim.



Anthony is still flying his relic after many rebuilds due to repeated failures of the old Kraft radio system. It now flies with more modern control equipment and, as can be seen, it really is red with white trim!

Extracts from Airborne magazine March-April 1984 presented by Frank Curzon.



Gary Sunderland gets his Be 2 to ROG for a realistic flight in FF scale at the Nats. Spectators were very attentive: Peter Le Grande on the right. Photo: Cel Rossi.



I don't know if Gary still has the Be2 but he still flies scale free flight models and is shown, a little older and greyer, with two more recent productions.

Frank Curzon's Bristol M1D.

Frank sent these pictures of his M1D, taken during its maiden flights at Bacchus Marsh. The model is now owned and flown by his son, Anthony.

Model details: Span - 95", weight - 8.5 kg, covering - painted Solartex. Motor is a Zenoah 45, prop - 22"x 6" Bolly,



VFSAA SPORTSCALE Rnd 2 at KEILOR.



The Keilor event is usually our first Sportscale event for the year but this year we preceded it with an event at the State Field. With the present drought conditions the field was bare and dry and we had a forecast for strong afternoon wind, which fortunately did not eventuate. Despite a stiff breeze from the south, which continued throughout, we had a good entry with all models flown successfully.

The entry in the scale section outweighed the ARF's for a change, Rob Dickson surprised us by arriving early, and Piper Cubs were the flavour of the day. Trevor Pugh has joined the Cub flyers with a 1/4 scale model powered by a OS 120 four stroke which flew very well as did Jim Galea's Cub with a 160 twin. The other Cub flew OK but the pilot stuffed up both landings to let the side down.

Rod Mitchell was the winner in scale with his brown Black Widow closely followed by Ivan Vidak's ducted fan Sabre. Rob flew his TA-152 into third place.

With only three entries in ARF this section progressed quickly and was won by Noel Whitehead with an Extra. David Anderson's Katana was a close second and Trevor Pugh claimed third place with his new Cub.

We enjoyed the usual BBQ lunch with the local members and thank the Keilor club for another pleasant event.



Rob Dickson walks back with his Focke Wulf TA-152 after another successful flight.



P-47 Thunderbolt and P-51 Mustang by Jim Galea of the Keilor club.



The old reliable Piper J3 Cubs were popular on the day and flew well in the wind.

SCALE

ENTRANT	MODEL	RND 1	RND 2	TOTAL	
R. MITCHELL	BLACK WIDOW	2484	2406	2445	1
I. VIDAK	F-86 SABRE	2466	2305	2385.5	2
R. DICKSON	TA-152	2237	2196	2216.5	3
T. GRIEGER	FOKKER EIII	2100	2154	2127	4
J. LAMONT	PIPER CUB	2043	2136	2089.5	5
A. DUDDINGTON	EXTRA 300	1926	2202	2064	6
B. GREEN	FOKKER EIII	1953	2064	2008.5	7
J. GALEA	PIPER CUB	1974	2043	2008.5	7
M. DELBONOFRO	MEW GULL	1620	2112	1866	8

ARF

ENTRANT	MODEL	RND 1	RND 2	TOTAL	
N. WHITEHEAD	EXTRA 300	2316	2268	2292	1
D. ANDERSON	KATANA	2127	2211	2169	2
T. PUGH	PIPER CUB	2064	2184	2124	3



Peter McDermott's "Super Scale" DH 9a.

Ross Woodcock visited Peter McDermott when in the UK at Xmas and took these pictures of his latest creation. For those who may not know of him, McDermott is arguably the leading F4C builder in the UK.

I imagine those who saw his work on the Sopwith Snipe when the pictures were published in the Flying Scale Models magazine were suitably impressed but this one is just out of this world.

It will take a model of some stature to top this one when it appears at a World Championship.



Stacking them in!

I think we are all familiar with the space saving features of many British light aircraft of the 30's which were produced with various methods of folding the wings, thus saving hangar space.

The Brits had to remove and replace locking pins and support the folded wings but the accompanying pictures demonstrate the usual American simplified answer to the same problem.



When you have a lot of Cubs, just stand 'em on their nose and stack 'em up!

Note the three wheeled frames, presumably on castors, to secure the aircraft at the correct angle and allow manoeuvring.

(Thanks to David Walsh for the pictures.)



VFSAA SPORTSCALE Rnd 3 at CHAMPS.

A disappointing event once again. Only four of our members arrived to fly and we had no-one from the local club. This may have been due to the long weekend or the clash with the Monty Tyrrell at P&DARCS but it seems that we do not have many members prepared to travel to CHAMPS and we may have to review the continuation of this event.

It was windy and only David Law was prepared to try a flight.

Thank you to those who attended.

World Champs 2008 Team Trial.

The VFSAA will again be conducting trials for selection of the team to represent Australia at the 2008 World Scale Championship in Poland. The trials will be held on Monday 17th September 2007, following the Mammoth Scale rally, at the Shepparton field of the Valley Radio Flyers.

Those intending to compete at the trials must indicate their interest in writing and forward a \$50.00 entry fee to the Secretary of the VFSAA, - Mr. K. Schneider, 15 Darvall Street, Donvale, 3111 - not later than Monday 3rd September 2007. Entry fees are non-refundable and will be used to defray team costs.

In the event that not more than three entries are received then the trial will be cancelled and the modellers who have entered will comprise the team.

“ Show and Tell ” at the February Meeting.



Hayden Hampson - Hawker Sea Fury.

Hayden's Fury dates back a long time and he recently resurrected the partly constructed model to finish it as a possible race entry. It represents a Sea Fury FB11 modified for Reno air racing.

The model is 1/5 scale with a wingspan of 92" and weighs 16kg. Power is a Zenoah 62 and the model is predominantly from fiberglass with conventional balsa construction for the outer wing panels and the tail plane. The glass wing centre section is integral with the fuselage and the model is fitted with retracts of Hayden's own construction.



Gary Sunderland - Pfalz DXII

Gary's Pfalz is 1/4 scale with a wingspan of 2.25m and weighs 8.4kg. The model represents the Pfalz DXII 2600/18 usually displayed at the Canberra War Memorial and is powered by a Saito 180 four stroke.

The lozenge patterned covering on the wings and tail is printed linen from Glen Torrance in the USA.



John Gottschalk - Fokker DVI

John's Fokker is 1/3 scale with a 2.54m wingspan. Power is a Zenoah 74 twin and the weight will be around 15kg. Covering will be Sig Koverall.

The model is built from a kit by US manufacturer Glen Torrance and it will have a scale working control system. John has made a pair of very nice machine guns and intends to fit radio operated lasers and have authentic gun sounds via a sound generator.

The model will be finished in the unusual colour scheme applied to a Fokker DVI flown on the Russian front.



Ken Thomas - Messerschmitt Me 323

Ken has shown his model several times as construction progressed but it is now nearing completion and he is trying to have it ready for the Shepparton Mammoth meeting in September. Test flights will be completed prior to Shepparton and if all is OK then it will be an entry of great interest at that event.

WHAT'S ON?

April 5th	VFSAA General Meeting	FNCV
April 29th	Sportscale Rnd 4	BALLARAT
May 6th	Scale Rally	LILYDALE
May 12th	Scale Rally (Note that this event is on Saturday to avoid Mother's Day)	PARCS
May 20th	State Scale Championship (F4C, SOS, Large Scale)	STATE FIELD
June 7th	VFSAA General Meeting	FNCV
June 9th-10th	VFSAA Trophy	SHEPPARTON
June 24th	Sportscale Rnd 5	STATE FIELD

NEXT MEETING

General meeting, Thursday, April 5th, 2007, 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, April 18th and May 16th, 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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