

VICSCALE



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

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This was a very strange Nationals, held at the NSW State Field at Cootamundra and run by the VFSAA with not one entry from the host(?) state. I don't know what happened in NSW to create this state of affairs but the Victorian contingent travelled a long distance to hold an event that we could have put on at one of our local fields, saving everyone a lot of time and money. Regardless of this we had a great time in magnificent conditions at a fine venue, and returned home well satisfied for our trouble.

I travelled with Keith Schneider and Graham Godden and we had a reasonably comfortable seven hour trip up the Hume. From Seymour to Gundagai the sky was a dirty brown color from dust clouds seemingly created by farmers plowing in preparation for sowing their crops and a couple of times it was thick enough to slow our progress to a crawl.

Arriving at Cootamundra we had a quick look at the field as we passed by and then headed for our motel, the Bradman Motor Inn. Despite the high profile name this must have been the first motel built in the town and, although very presentable from the outside, it had the smallest and most basic

rooms that I have encountered in my travels. Still, all you need is a bed for the night so it sufficed for the time that we were in residence. Everyone except Gary Sunderland had also booked at this motel so we had a very sociable group which also included Clive Butler who had travelled from Tasmania with his very big Gladiator tucked away in his not so big Ford Focus.

Just prior to our arrival there had been a lot of rain in the area with some local flooding but the weather was now good and the forecast was for fine conditions to continue for the next week. So it turned out and we woke each morning to a cold but clear blue sky. With the sun gradually warming us up during the morning and almost windless conditions for each day we could not have asked for anything better.

Static judging on Thursday went smoothly and as a number of entrants failed to appear the work was completed without fuss by mid afternoon and we were set to fly on the following day.

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Special Dates and Points of Interest-

General Meeting
Thursday June 4th
at FNCV.

VICSCALE TROPHY
&
STATE LARGE SCALE
CHAMPIONSHIP
Sat 6th -Sun 7th June
at Shepparton

Minutes of the April Meeting.

Date: 2-4-09

Start: 7.45 pm

Location: FNCV

Attendance: 27

Apologies: Angelo Faveloro, Frank Curzon, Rod Dunne, Darryl Wackett, Barrie Reaby, Steve Malcman.

Previous minutes: read

Matters arising: nil

Correspondence in:

- Invoice from the VMAA for the entry in the new directory.
- Advice from the VMAA re the State Field dates.
- E-mail reply from Greensborough re Scale Rally

Correspondence out: nil

Treasurer's report:

61 members. 1 new member. Bank balance: \$3470

General Business:

- Noel spoke about noise realism and choice of options at the Nats. Judges to start at 8 and work from there .
- David Law spoke to Clive Butler re Giant Scale inspectors, and how plans and design should be inspected first. Joe responded quoting the MAAA requirements for Giant inspectors.
- Paul Winter spoke about a query he received re a museum quality RFDS DH 50
- Noel spoke about proposed Australian rules changes for Large Scale etc.
- Jerry Visick advised a Geelong member is doing laser cutting for models. Details from Jerry.
- Many thanks to Frank Singh for the supper.

Meeting closed: 9.00pm

Show & Tell.

- Gary Sunderland showed further progress on his Voisin.
- Mario Schembri showed his Miles Hawk Speed 6 built from plans.

Norm Barclay's "Hawker Seahawk"

I thought you might be interested in these pictures for the newsletter. My latest work in progress is a Hawker Seahawk, a carrier-born fighter from the early fifties which was used by The Royal Navy, Netherlands Navy, German Kriegsmarine and the Indian Navy. It was used during the Suez crisis by the Royal Navy.

The model is 90" span and projected weight is about 22 pounds. It will probably be powered by an 18 pound static thrust turbine. The model is at the fine sanding stage at the moment with the cockpit and canopy still to be done. I will probably use a Royal Navy colour scheme. Still plenty of work required to finish it off!



President's Report



Hi all,

On the event scene, the two competitions that stand out the most since our last newsletter would be the N.S.W Nationals and the Model Engines day at P&DARCS a couple of weeks ago.

First the Nationals; this was held at their State Field in Cootamundra in N.S.W. The Nats was a great event with a good turn up and everyone that was there had a terrific time. It should also be known that the N.S.W state field is fantastic and if the opportunity arises for any of you to fly there, you should do so. It would be one of the best flying sites I have been to.

The other event that impressed me was the Model Engines day. I attended more as a spectator as I currently don't have an O.S motor in a suitable model. I can't believe after swearing by O.S for 30 years I couldn't put one together but that's the reality. Anyway, I

think it would be fair to say the day was a fantastic success. It was bigger than the mammoth at Shepparton even with the requirement of an O.S engine only and I would highly recommend getting to this event in the future. When I look back at what was available and what was required when I entered the hobby it amazes me how easy the ARF's have made it to be successful in aeromodelling, and this was so evident on the day. As a flyer I usually make a poor spectator, but not on this occasion - I thoroughly enjoyed myself.

The next big day on the calendar is the Victorian Scale Trophy at Shepparton on the Queens Birthday weekend. This is, and always has been, my most favourite event of the year. Please come to Shep and be a part of it, the more the better.

See you there.

David.

From the Editors.

After the confusion of selling, buying and moving house, packing all our models and gear and disposing of 45 years worth of now unwanted household goods and other "bits and pieces" the newsletter is back to normal, although the modelling is at a standstill and I am still waiting for new furnishings for the new pad. Keeping my priorities right I have a bed to sleep on, an office set up for the computer and very little else. The models are all sitting around the garage in pieces, the modelling gear is still in boxes and I have one chair to sit on.

It's interesting to go shopping these days, everyone wants to sell you whatever you want to buy but when it comes to the crunch and you have selected the goods no-one seems to be able to supply them without waiting seven or eight weeks. It is apparent that very little is manufactured in Australia any more and those items that are made here generally rely on overseas suppliers for much of the raw material.

I bought a new lounge suite — "Sorry we are out of that particular covering and it won't arrive from the US for six weeks".

I bought tables and chairs for which I was asked to pay 30% as a deposit, they were still to come from Singapore and "Will arrive in two months". I finally paid 10% deposit but almost walked away when I had to argue with the salesman to convince him that it was a lot of my money that he wanted free for two months.

I managed to scratch up the Spacewalker and Gull for the Nats and as I am now only half the distance from the flying field I have had a little flying with my ARF Yak 54. I'm also sharing this model with Ian until his aircraft are again available to fly.

It shouldn't be too long before things are back to normal.

I hope!

State Large Scale Championship.

This event, scheduled for May 24th at the State Field was blown away by the forecast strong wind. We enjoyed magnificent flying weather during the preceding weeks but this event and the OS Engines event at P&DARCS on May 17th were both hit by cool and windy conditions. While the wind was not too strong for the OS day it was a different case at the State Field. The few that did come were confronted with wind gusting to 35kph and the models stayed

in the cars and trailers. We enjoyed a good breakfast with the Northern members had a bit of a chat and returned home around mid-day.

The event has been rescheduled and will now be run in conjunction with the Vicscale Trophy at Shepparton on Sat 6th - Sun 7th June.

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The Voisin Project.

Gary Sunderland

Gabriel Voisin designed his aeroplanes based on the box-kites of Lawrence Hargrave and lacking the scientific basis of the Wrights they evolved into practical but ugly structures with little thought given to drag reduction.

Nevertheless they flew after a fashion to achieve some of the early records, including the first circular flight of 1km by the Englishman Henry Farman in January 1908, the first flight by an Englishman in England, J.T.C Moore-Brabazon in 1909, and the successful flying in Australia by Erich Weiss (Houdini), including a completed circuit in 1910.

The last two events were carried out in more or less standard Voisins of the 1908-1910 type so I thought to mark these occasions by flying a scale model on their centennial.



As a subject for a flying model the design is a challenge. The box-kite wings and tail feature heavily cambered single surfaces with fabric on the underside only. The ribs protrude on the upper surface. The elevator is mounted at the nose of the nacelle with the nacelle and motor being set at an angle of six degrees. Effectively the wings and tail are at six degrees of incidence so this is like having a modern aeroplane built with full down fixed into a rear elevator and balancing this with a movable front elevator!



The Voisin flew with the C of G balance point at about 50% chord of the mainplanes, which will make the initial test flights interesting. Add to this, there were no ailerons on the original Voisin for lateral stability and control, they depended upon the side area of the wing curtains to roll the aircraft level.

For my model I have made provision for lead to be added in the nose and, when all else fails, normal ailerons are being installed discretely to the lower wings.

The model is built to one sixth scale to suit an OS 91 four stroke engine. This will probably only be used at half throttle as the original Voisin flew at 35mph and in dead calm conditions only. The structure is mainly Tasmanian Oak, similar to European Ash, with a softwood, Hoop Pine, used in the tail. The covering is Sig Koverall synthetic, with silk over the ribs. The bracing is 0.025" piano wire on the wings, 1mm carbon rod for the tail booms and 0.015" piano wire for the tail. Currently I am working on the weird but ingenious undercarriage which is a challenge to build just by itself.

The model may be finished in time to mark Lord Brabazon's flight in May 2009 but more realistically it may fly at the Shepparton Mammoth Scale event in the following September. Any flying will be subject to having no-wind conditions, which seems to be very rare these days.

The Voisin Completed.



As can be seen from the photographs my model Voisin is completed, almost ready for the first engine runs. The structure proved to be relatively light and strong and generally follows the full size, except that the elevator (forward plane) spar of steel tube is a glass fibre rod in the model.

The most difficult part proved to be working out how the complex undercarriage on the original worked, and converting this to a model structure. It seems that the gear was fully floating and pivoted about a point on the forward nacelle. The springs are very long and must have been stabilised internally at points to prevent them buckling sideways. At model scale the springs are 7" long overall, and are made up from 1/16" wire, 1/2" diameter, 21/2" long compression springs.

These are wired together with hardwood dowel joiners to make the length. The dowels are drilled to run on the central rods from 3/32" piano wire to stabilise them under load.



Gabriel Voisin was an old fashioned engineer and seems to have built structures to see how they worked and, if they bent, added another couple of bracing wires to stiffen things up! I am not sure what all the wires are for, but the gear seems to work, at this stage anyway.

Since these photos were taken an Enya 60 four stroke engine has been installed, driving a 13" x 6" plastic pusher prop. The plastic "spoked" main wheels have also been exchanged for more substantial plywood disc wheels which will be used, at least for the initial tests. A model tank has also been fitted and, after engine runs, the nose will be ballasted with lead to balance the model on the main wheels, which are at about 50% chord.

The intention is to "hop" the model into the air, to see how things work, much as John Moore-Brabazon (later Lord Brabazon of Tara *No connection with "Gone with the Wind" although the name of the film seems to fit the situation. Ed.*) did back in 1909, to become the first Briton to fly in Britain.

Hopefully the model will do as well in 2009, just 100 years later.

(We all hoped to see the Voisin fly at the recent Ballarat Display day. Alas, it was too windy and the model remained in the trailer but I will try to catch it on its first outing. Ed.)

62nd Australian National Scale Championship.

(Continued from page 1)

Friday was another glorious, sunny and calm day and, although we decided to delay flying until 10:00am to allow the sun to move across a little, with the small entry we still managed to get two rounds flown for both F4C and Large Scale without undue pressure.

David Law was the clear leader in both static and flying and led comfortably with his Vampire after two rounds of F4C. The rest of us were fairly evenly matched in flying and it was evident that, barring accidents, the minor placings would probably be determined by the static scores. Gary Sunderland damaged the undercarriage of his Pfalz on landing after his second flight, the model needing some urgent attention for the last round on Friday. David Anderson flew two steady rounds with his Pup and I finally managed a couple of reasonable landings with my Gull although a missed manoeuvre on my first flight and my general unfamiliarity with the model gave me a modest score.

Large Scale was reduced by the non arrival of several entrants and both rounds were uneventful except for my Spacewalker losing a spat and wheel on take off for my first flight. David Law started well with his new Spitfire but aborted his second flight with motor problems to trail behind Clive Butler's Gladiator, Noel Whitehead's Boomerang, and Paul Winter with his Cub.

Clive improved his score on his second flight to keep the lead, Noel had two good flights with his lately refurbished, nineteen years old Boomerang and Paul flew two consistent flights with his Cub. Gary's big Albatros floated around the field looking very impressive, the Super Tigre 4500 working hard to pull the big airframe along. I left the spat off the Spacewalker for my second flight and while the model looked a bit lopsided it didn't affect the flying.

The weather on Saturday was a repeat of the previous days and with only one round of each event to fly it was going to be an early finish.

David Law cemented his win in F4C with another fine flight and David Anderson, Gary and I all had similar scores so the final results did indeed follow the static scores. As this event was also the selection trial for the Trans Tasman event the first three placings will constitute the Australian team for this event, with the fourth place in reserve. Just in passing, if anyone thinks that this will be a second rate team then they should have come to the Nats. Don't complain if you won't compete.

(continued on page 6)

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62nd Australian National Scale Championship.

We were left with only five to fly in Large Scale when Gary Sunderland found that the rudder on his Albatros was not moving freely. It was a big job to access the servo and cables so Gary decided to miss his flight. *(When he checked it back at home he found that the hinge tubes had pulled into the balsa fin, causing the rudder to bind, and it was easily fixed with some thin plywood backing under the tubes. This is his normal practice but on this model he forgot to add them.)*

David sorted out the Spitfire's motor and scored well enough to take over in first place with Clive second and Noel in third after another high scoring flight. Noel's Boomerang flew very well after a long period of inactivity and he was only held back by an average static score. Paul had another consistent flight with the Cub and my Spacewalker chugged around for a fair last flight.

Presentations were made at the field on behalf of the MAS of NSW the event organizers and, after packing up our models, we departed to leave the field for the next group to fly on Sunday. Thank you to those who came to compete and to Keith Schneider, Graham Godden, Barrie Reaby and Jason Law who made the long trip from Melbourne just to assist with the background work. Phil Shufflebotham came along to watch and ended up assisting with judging as well as acting as Gary's WWI aide. Peter Coles came to

compete but was unfortunately misinformed regarding the BOM rule. Leaving his ARF in the trailer he showed great interest in the event and also assisted with the judging. It was an excellent few days of flying under ideal conditions and we enjoyed some very entertaining social gatherings at Pat and Barrie Reaby's motel room and at the various establishments we visited for the evening meal.

The lack of interest by the NSW scale modellers was surprising and I can only repeat that they missed out on a very good event. Of the other entries Anthony Mott busted his foot just prior to the Nats and ended up in plaster and on crutches, Bill Reynolds was unable to attend when he received a last minute job offer that was too good to refuse and Greg McLure, our entry from WA, remained a mystery.

The next Nats will be at Albury in Dec-Jan and we hope to see the usual competitors back again for that occasion. Don't forget the sunscreen and beware of the flies!



F4C Winners David Law, David Anderson, John Lamont. (Barrie Reaby photo)



Large Scale winners David Law, Clive Butler, Noel Whitehead. (Barrie Reaby photo)

F4C RESULTS

CONTESTANT	MODEL	STATIC	RND 1	RND 2	RND 3	FLT AV	TOTAL	
D. LAW (VIC)	DH VAMPIRE	2938.5	2318	2345.5	2346	2345.8	5284.3	1
D. ANDERSON (VIC)	SOPWITH PUP	2845.5	1936.5	2043	2176	2109.3	4954.8	2
J.LAMONT (VIC)	PERCIVAL GULL IV	2722.5	1601.5	1889.5	2106	1997.5	4720	3
G. SUNDERLAND (VIC)	PFALZ D.XII	2658	1889.5	2039.5	1940	1989.8	4647.8	4
G. MCLURE (WA)	DNF							

LARGE SCALE RESULTS

CONTESTANT	MODEL	STATIC	RND 1	RND 2	RND 3	FLT AV	TOTAL	
D. LAW (VIC)	SUPERMARINE SPITFIRE	1795	1575	858	1551	1563	3358	1
C. BUTLER (TAS)	GLOSTER GLADIATOR	1837.5	1278	1488	1451.5	1451.5	3289	2
N. WHITEHEAD (VIC)	CAC BOOMERANG	1575	1553	1644	1609	1626.5	3201.5	3
P. WINTER (VIC)	PIPER J3 CUB	1659	1366	1454	1452	1453	3112	4
J. LAMONT (VIC)	SPACEWALKER 1	1620	0	1418	1450	1434	3054	5
G. SUNDERLAND (VIC)	ALBATROS C.III	1590	1369	1429	DNF	1399	2989	6
A. MOTT (VIC)	DNF							
W. REYNOLDS (VIC)	DNF							
G.McLURE (WA)	DNF							
P. COLES (NSW)	DNF							



Static Judges, Graham Godden, Keith Schneider and Barrie Reaby.



F4C and Large Scale models awaiting static scores.



Ex hayshed served as static judging and model assembly area. Plenty of height but not a lot of protection if the weather turned nasty. Fortunately this was not a problem.



Competitors, wives, helpers and officials at the Cootamundra Nats.



Clive Butler, assisted by David Law, firing up the big Moki radial in his Large Scale Gloster Gladiator.



David Law's 1/4 scale Spitfire presented for static judging in Large Scale.



Paul Winter's 1/4 scale Cub has been around for quite a while and flew well in Large Scale.



Gary Sunderland continues with his big WWI biplanes. This one is an Albatros C.III.

Lilydale Scale Competition..

Another brilliant day for flying. The weather for the last couple of months has been great for our hobby with light winds and sunny skies. It won't last but we must enjoy it while we can and this year when the Lilydale club requested that we run a full blown scale event at their field the fine weather brought another very good attendance. The club provided trophies and lunch for the competitors, we did a lot of flying, and we only lost a couple of models to unfortunate accidents.

Lilydale is a fairly tight field with the gun club at one end of the strip and trees in front so the decision to operate two overlapping flight lines meant that two models were operating in the same airspace most of the time. This required a fair degree of vigilance by the callers and it took most pilots a while to become accustomed to having another aircraft in the circuit. Despite our unfamiliarity with the system it worked out satisfactorily and we got through a lot of flights with no collisions or near misses.

I guess it's a sign of the times but there were only two home built models with the rest being "out of the box" ARF's. Five of the six VFSAA members attending were flying ARF's with only Lew Rodman's Auster as an owner built entry. It seems that we are now saving our good models for the more serious events and using ARF's as Sunday hacks.

John Monkman was unfortunate to have a big crash with his "Mew Gull" and it will require a major rebuild. This was the last model built by the late Rupe Johnson and was a fine example of his work.

RESULTS

CONTESTANT	MODEL	RND 1	RND 2	RND 3	TOTAL	
R. SCHULTZ	YAK 54	1540.5	1596	1671	1633.5	1
N. WHITEHEAD	RV- 4	1521	1545	1464	1533	2
P. BAILEY	EXTRA 300	1332	1417.5	1617	1517.3	3
M. BAILEY	P- 51	1416	1395	1431	1423.5	4
J. LAMONT	YAK 54	1284	1299	1416	1357.5	5
I. LAMONT	YAK 54	1164	1257	1233	1245	6
J. SCHMEDLI	TOMAHAWK	874.5	1026	1249.5	1137.8	7
L. RODMAN	AUSTER	945	894	1245	1095	8
G. LECKIE	SE.5	790.5	993	1125	1059	9
KARL	EXTRA 260	609	831	1048.5	939.8	10
P. RADY	P- 51	DNF	777	726	751.5	11
J.O'DONOHUE	CESSNA	DNF	516	900	708	12
J. MONKMAN	MEW GULL	OUT				
B. COLLINS	ULTIMATE BIPE	DNF				
D.HIPPERSON	PAWNEE	OUT				
B. FIELD	PC - 9	DNF	OUT			

CLASSIC FIGHTERS SPECTACULAR by Wal Schubach

It all started when our travel agent sent us a brochure showing six Fokker Triplanes flying in echelon stepped formation. The brochure covered a two week tour of New Zealand with the highlight being a gold pass to Omaka Classic Fighter Spectacular air show at Easter.

Omaka Classic Air show and Wings Over Wanaka take turns in running their air shows, Omaka one year and Wanaka the following year. Omaka concentrates on WWI and Wanaka on WWII. Omaka airport is about five kilometres from Blenheim on the south island.

Peter Jackson, the director of "Lord of the Rings", is a WWI buff and a private collector of memorabilia who has helped finance a 3000 square metres museum of WWI aircraft. All exhibits are full size and depicted in dioramas. It is one of the world's largest private collections of WWI aircraft and memorabilia, brought to life by this master of cinematic spectaculars.

We arrived early at the flying field on Friday before all the safety fences were completed and we were able to wander in among the aircraft to do a close inspection and take photos. Besides the aircraft there was a large contingent of people dressed in military uniforms both British and German together with a Scottish pipe band. Over the weekend this group carried out war manoeuvres equipped with field cannons, anti-aircraft guns, tanks, armored

cars, jeeps, cavalry and ambulances complete with nurses. They put up a good battle display in coordination with the aircraft.

An excellent flying display was put on for Saturday and Sunday, with mock battles, lots of bomb noise and fire works. The RNZAF parachute team also put on a good display on both days.

There were between fifty and sixty aircraft in the weekend display and included Fokker Triplanes, Sopwith Pup, Camel, Fokker D.VII, Avro 504K (original, been refurbished like new) the ubiquitous Tiger Moth, Chipmunks, Yak 52, FE.2, P40's, DC3, Spitfire, Iroquois helicopters, Bristol Freighters, P-51 Mustang, Australian Army Caribou, Me108, RNZAF aerobatic team flying CT-4E's, Dash 8, Corsair, Fox Moth, Dragon Rapide, Spitfire, Stuka, Nanchangs, Piper Cub, Piper Pacer and an original RE.8. A BE.2 is also original and is nearly 100 years old. Two of the Fokker Triplanes were made for the forthcoming remake of "The Blue Max" movie. All rotary engines had to be hand propped as there were no self starters.

Our holiday was called a 14 day Classic Spectacular Tour and we started in Auckland and flew home from Christchurch. Grand Pacific tours were the operators and the tour was excellent value. We were nicely entertained every day and would recommend the tour to anyone interested in aircraft.

CLASSIC FIGHTERS SPECTACULAR pics by Wal Schubach



An original WWI RE.8 restored to flying condition.



Avro 504K in as new (or maybe better than new) condition.



A reconstructed WWI battle scene complete with tank.



One of the many Fokker DR.1's in attendance.



A colourful Pfalz D.III.



French Nieuport 17C.



On finishing our Nats flying just after mid-day on Saturday we were left with an afternoon to fill in and while Clive decided to continue flying with his Gladiator Paul and Edna Winter, Barrie and Pat Reaby, David and Isobelle Anderson, Graham Godden,

Keith Schneider and I decided to drive to Temora, about 50kms to the west, and have a look over the museum set up by David Lowy.

This proved to be a good venture and we spent the remainder of the day admiring the small but beautifully maintained collection of aircraft at the museum. While all of the aircraft are painted in gloss for better protection the colouring is appropriate for their era and they are in immaculate condition. All of the museum aircraft are airworthy and are flown regularly at their displays.

We talked the attendant into letting us into the maintenance hangar to see a Spitfire and Dragonfly undergoing overhaul and also into the rebuild hangar to see their ex RAAF Sabre which is almost ready to fly again. The Sabre is on permanent loan to the museum from the RAAF with the only requirement being that it will be flown when asked at RAAF events. That means we will probably see it

flying again at Point Cook or maybe even at a future ANZAC service.

Temora was the wartime base for No.10 Elementary Flying Training Unit and among the museum exhibits was a diorama of the station as it existed during that period, with rows of Tiger Moths parked around the perimeter. The museum occupies an original wartime building restored to pristine condition.

I saw a short TV news report some time ago when the museum manager commented that it cost a LOT of money to set up and maintain. I think he's right but you can be happy that at least some of your money spent at Westfield centres is going to a good cause.



English Electric "Canberra"



Temora airfield as it appeared in the 1940's



One of the two museum Spitfires in the servicing hangar.



This a very rare bird, an airworthy and flying Lockheed "Hudson"



The ex RAAF CAC "Sabre" approaching completion.



VICSCALE TROPHY

The Victorian Flying Scale Aircraft Association invites all scale modellers to participate in the Vicscale Trophy Competition at

*The IAN WATTS field
of the Valley Radio Flyers
Shepparton*

Saturday 6th and Sunday 7th June , 2009.

This is a competition generally in accordance with MAAA Large Scale rules but with no size limitation. The event will have two sections, ARF and Scale. Models exceeding 7kg must have a current permit to fly.

The ARF section is open to any commercial ARF

WHAT'S ON?

June 4th	General Meeting	FNCV
June 6th - 7th	VICSCALE TROPHY	SHEPPARTON
June 21st	Scale Rally / Mini comp	CROYDON
June 28th	Scale Rally	GREENSBOROUGH
July 12th	Scale Rally	BACCHUS MARSH
July 26th	Sportscale / ARF	NORTHERN
August 6th	General Meeting	FNCV
August 9th	Scale Rally	PARCS

NEXT MEETING

General meeting, Thursday, June 4th, 2009, commencing at 7:30pm at the headquarters of the Field Naturalist Club of Victoria, 1 Gardenia Street, Blackburn. Visitors and guests are welcome to attend.

Committee meetings, Thursday, June 25th and July 23rd, commencing at 8:00 pm at the home of Noel Whitehead, 13 Seattle Street, North Balwyn.

NEWSLETTER

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