



VICTORIAN MODEL AERONAUTICAL ASSOCIATION

The Aero Modeller's Newsletter

Visit our web site at www.vmaa.com.au

Volume 4, Issue 18, July 2013

Scanner Racing at Bendigo



*Well done to the Bendigo Radio Control Aircraft Club for holding the
first Scanner racing event.*

*16 pilots from BRCAC and near by Clubs had a great day of racing and
camaraderie.*



For the Record... July 2013

Well, another quarter has passed and we have seen the first month of winter pass us by. It has been cold, but some of the days are actually perfect for flying with little wind for a change. The rain is always needed, but there has been a few great weekends of flying. This is the time

that most of us use for building or to complete some maintenance after summer. It is a good time to take stock and see what you have and what needs to move on. Auctions can be so interesting!!!

We have seen some fantastic events over the past 3 months with display days, competition and fun fly's to name a few. The VMAA Calendar is full of upcoming events and remember, to advertise in the newsletter for Club/SIG events is free. If you have an ad or are not sure what needs to be done, please call so we can discuss.

We also see two long standing Members of the VMAA Committee standing down at the next AGM. The SFI Murray Ellis who has held a number of positions, including VMAA President has decided it is time to move on. We also see the VMAA CD Graham Scott, after 17 years, move on as well. Work commitments have become a priority. We wish both Murray and Graham the very best as both will be missed.

We have now reached another milestone in regards to the newsletter. This edition will see the last printed version of the newsletter. As reported for over 12 months, the newsletter will adopt a complete electronic format. Please make sure when you are paying your fees, that you check to see if your email address is correct and if you change your email address, please let your Club Registrar be aware so we have the right information.

The newsletters are kept on the VMAA website and are available at any time. Just go to www.vmaa.com.au The site has additional useful information and updates to various events. That is it for another edition, but if you have a story or results to share, please drop us a line

Until next time, keep your face into wind and your wings level.....

Ed...

Closing dates for VMAA Newsletters

Oct 2013 Closing Date = 16 Sept 2013

Dec 2013 Closing Date = 14 Nov 2013

Mar 2014 Closing Date = 13 Feb 2013

July Closing Date = 12 Jun 2013

If you have an article, event or just information you would like to share with all modellers, please send an email or contact the Editor to discuss. All articles are considered, space is always an issue so first in will have the space. There is no charge for Club events or Display Days to advertise in the VMAA Newsletter.

Inside this July 2013 Edition.....

For the Record	2
Newsletter Closing Dates	2
2012/2013 Fee Structure	2
VMAA AGM Notice	3
President's Report	3
Secretary's Report	4
Flying Fields	4
Funeral Notices	5
NFG Twins and More 28 April 2013	7/8
Profiler of Modeller - Mark Collins	9/10
MAAA Policy - 2.4 Ghz Radios	10
VMAA Education Officer's Report	11
Hosting of a Country Meeting	11
Scanner Racing at BRCAC	12/13
Product Review RC AIROPULT by Airogrip	15/16
Visit by Per Findahl	18
Wagga Wagga ANZAC Military Scale Comp	17
VMAA Trophy Weekend 13 to 14 April	19/21
2013 VMAA Control Line State Champs	23
VFSAA Champs 8 to 9 June Shepparton	24
Proficiency Ratings July 2013	25
SFI Annual Report 2013	25
MAAA Instructor's Course	25
DVD Library Links	27
Calendar of Events Link	27
MAAA Newsletter Link	27
VMAA Newsletter - Electronic Format Notification	28
VMAA Committee & Appointed Members	28
Up Coming Events	
Coffs Coast EDF Jet Meet 15 to 16 Mar 2014	22
Free Flight Notice World Champs	22
Ads	
KMRC JETS Ad	6
Melbourne Table and Chairs Hire	10
AIROPULT Restraint	14
VMAA Tropy 2014	17
VFSAA Scale Flying	18
Victorian Pattern Association ad	26

If you have a business and you would like to advertise in the VMAA Newsletter and reach 3000 modellers plus. No problem, just send an email or give the Editor a call.

The fees for Financial Year 2012/2013 are:

	MAAA	VMAA	Total
Seniors	\$60	\$54	= \$114
Juniors	\$30	\$27	= \$57



TO ALL MEMBERS. NOTICE OF ANNUAL GENERAL MEETING

The Secretary of the V.M.A.A. Inc. hereby gives notice of the Annual General Meeting of the Association to be held on the 18th July 2013, at the Balwyn East Uniting Church Hall, corner of Belmore and Wingfield Roads East Balwyn starting at 7:30 pm.

The business to be transacted at this Annual General Meeting shall include:

- (a) To confirm the minutes of the last AGM.
- (b) To receive the President's report
- (c) To receive the Secretary's report
- (d) To receive the Treasurers report
- (e) To elect officers of the Association and the ordinary members of the Executive.
- (f) To appoint V.M.A.A. nominated positions. **Eg. Editor, Video Librarian, State Flying Instructor, Assistant Flying Instructor, Heavy Model Coordinator, Education Officer, Public Relations Officer, Display Coordinator, Web Master etc.**

(Affiliate members wishing to be appointed should notify their intent of being an appointed member should notify the Secretary in writing.)

- (g) General business.

- Amendments to the Constitution

The Executive recommend "that we change the name of our Association with Consumer Affairs by dropping the word from "THE" front of our name being "The Victorian Model Aeronautical Association" to be known as "Victorian Model Aeronautical Association"

Moved

Seconded

Carried / Not Carried

The positions of the Executive to be elected are;

1/ President - Due for election this year for a two year term.

Current Honorarium is \$0.70 p/member = approx \$2,000 p/year

2/ Vice Pres. - This position may become due, if the current Vice president is elected as president.

Current Honorarium is \$250 p/year

3/ Secretary - This position is not scheduled for election as it is mid way through a two year term

Current Honorarium is \$3.00 (plus Superannuation) p/member = approx \$7,000 p/year.

4/ Treasurer - Due for election this year for a two year term

Current Honorarium is \$1.00 p/member = approx \$2,800 p/year

5/ Registrar - To be elected for a one year term.

Current Honorarium is \$1.20 p/member = approx \$3,400 p/year

6/ Contest Director - To be elected for a one year term.

Current Honorarium is \$0.70 p/member = approx \$2,000 p/year

7/ Ordinary Members (Two number) To be elected for a one year terms.

Current Honorarium is \$250 p/year

Nominations of candidates for election as officers of the Association or as Ordinary Members of the Executive shall be in accordance with the Constitution of the V.M.A.A. Inc. and be;

- (a) made in writing, signed on behalf of the Member (Club) and accompanied by written consent of the candidate (which may be endorsed on the form of nomination); and
- (b) be delivered to the Secretary of the Association not less the fourteen days before the date fixed for the holding of the annual general meeting.

Any business to be placed on the agenda for the AGM must be delivered to the Secretary of the Association not less than thirty days before the date fixed for the holding of the annual general meeting.

Correspondence should be sent to:

Secretary V.M.A.A. Chris Caulcutt PO Box 5695 Cranbourne 3977

President Report July 2013



I am pleased to confirm that since the last Newsletter, we have completed the purchase of a parcel of land in the Echuca Moama area.

This field is now owned by the VMAA and was able to be purchased entirely from accumulated reserves. This acquisition not only creates a solid home for the local club, but creates another facility in the state for use by SIG's. Any group wishing to utilise this venue, should contact the VMAA Secretary in the first instance, at least until formal arrangements are in place with the tenant Club. I would expect that protocols would be similar to those in place for our current State Field in Darraweit Guim. More details will be sent to Clubs once formal arrangements have been put in place.

At the MAAA National Conference that was held in Melbourne over the weekend of 17 to 19th of May, we were successful in gaining approval for a proposal for the MAAA to acquire a parcel of land in the Bairnsdale area. This will create another permanent flying facility in Victoria – and one to serve our members in the East Gippsland area. The field is just over 100 acres in size, has tar road access to the front gate, and is perfectly suited for flying multiple disciplines. We are now in the process of obtaining all necessary approvals from the relevant authorities so that the purchase may go ahead.

With our relatively limited funding, we are at this time focussed on repaying our loan to the MAAA for the current State Field, then we will be on the lookout for more permanent flying sites. We certainly face the challenge of affordability in land prices – some of the parcels we have looked at are in excess of \$3000 per acre – obviously a big ask unless the site would be used by a significant portion of the membership.

A number of clubs face regular challenges in holding onto their fields. I can only continually re-iterate that flying safely and respecting all necessary safety procedures and disciplines is critical to keeping on the right side of the authorities and your landlord. Negative publicity around our activities can have ongoing impacts – particularly with government bodies who have long memories if we cause grief for them – no matter how accidental. Perform regular assessments at your club of the risk profile you live with – not only physically, but the flying habits of your members. Should things be reined in a little? Flying styles moderated or certain model types be restricted?

Sometimes acting pro-actively can save grief in the future, and in the case of an incident, can demonstrate that we have acted responsibly and taken appropriate precautions or implemented structures to minimise risk. Preserve your future – our flying sites can be very quickly lost due to carelessness. In my 35 odd years of flying, I can recall many clubs who lost their sites, that given their time over, would have changed things in a heartbeat. Those difficult conversations in a club can really be worthwhile.

Secretary's Report July 2013

VMAA Minutes

The VMAA minutes are emailed out to all Club Secretary's. If your Club is not getting the VMAA minutes, it's probably because the Club Secretary has not passed on their email address to the VMAA. If your Club wants to know what is happening within the VMAA, please inform the VMAA Secretary of an email address you wish the information to be sent to.

VMAA AGM, Elections.

The VMAA AGM and Committee elections will be held on the Thursday 18th July. At this AGM we will be moving a motion to change / amend the name of the State Association.

This motion is in the Notice of the AGM elsewhere in this newsletter. Also at the AGM we are seeking nominations for the Committee positions, the AGM notification lists those positions up for election, and also any remuneration applicable to these positions. All positions are up for election, although some of the existing members will be re-standing for their positions, one position that will need nominations for is the position of CD.

Graham Scott has held this position for some 17 years and has decided to call it quits due to work / family commitments.

We all would like to thank Graham for his time on the VMAA Committee.

Bairnsdale Field Purchase

At the recent MAAA Council Conference a proposal was put forward to the MAAA to purchase land in Bairnsdale for a flying field. This proposal was accepted very well and the MAAA has conditionally given the go ahead for the purchase.

The VMAA along with the Bairnsdale Club are presently working on the relevant paperwork / permission to purchase this property.

MAAA 67th Nationals hosted by the VMAA. Albury Wangaratta.

The VMAA will once again will be hosting the MAAA national Championships this Christmas Holidays in the Albury / Wangaratta area.

Those interested will find the relevant information in this newsletter or on the VMAA website

DVD Library

The VMAA has a very comprehensive list of DVD's on Aircraft. These can range from Movies (Classic and Current), full size Airshows, Technical, both full size and modelling, as well as the very useful "How to" type DVD's.

There are also a couple of very useful DVD's that are recommended to the newcomer to our sport, which give a very comprehensive insight to modelling and flight of aircraft.

If anyone is interested in the DVD library they need to contact our Librarian Ivan Chiselett. videolibrarian@vmaa.com.au

VMAA Secretary
Chris Caulcutt

FLYING FIELDS

We, at the VMAA do not think that anyone would argue that the most important matter is the use of a flying field from which to function.

With this in mind the MAAA has a policy of supporting State Associations and Clubs to acquire suitable properties to go some way to guarantee the future of Aeromodelling in Australia.

In Victoria we have a number of Clubs that have secure tenure because they or the VMAA own the property from which they fly and operate.

These Clubs are Pakenham and District Aircraft Radio Control Society; Sale and District Model Aero Club; Valley Radio Flyers; and Twin Cities Model Aero Club.

Each of these Clubs hold their property through various arrangements, but they all have one thing in common. A person or group of persons committed themselves to finding and then putting together an arrangement from which their local Club could secure their future and tenure.

VMAA would like a local club to investigate in their local area and see if there is any suitable property that could be used as a flying field. It may be that the first proposition is rejected but without some effort from the local Clubs there will be no permanent flying field established.

It would be difficult to give you any criteria to assist in your search but the flying site must be of a size to allow multiple discipline use and also not likely to be swamped by suburbia in the short term.

So, the challenge we at the VMAA would like to issue to all Clubs is to locate a site; put together a proposition; submit it to the VMAA and be prepared to argue your case. If at the end we can agree on the concept we will work with you to put together a finance package that will bring the dream to reality.

From
Your VMAA Committee



Funeral Notice

As time passes, modelling has lost two more characters who have been involved in modelling for many years. Over the years they have assisted many others in our great hobby and will be remembered for their contribution and dedication. Ed

Vale

***Ronald Edward Bird
4 February 1937 to 21 April 2013
St Marks Anglican Church***



Ron Bird was born 4 Feb 1937 and was assigned AUS 39. He was an FAI Observer and before his passing was the current President of the VFFS. He has been a free flight modeller since the early 50's and with that Ron had collected many photos of modelling over the years. He had competed in Nationals and assisted in many others as he was a Member of the VMAA Committee. He also attended MAAA council conferences during his tenure. Ron flew RC gliders as well and was still flying after he left the VMAA.



Ron enjoying Free Flight competition

At Ron's farewell service there were approximately 80 people with a number of F/F Modellers among the many relatives and friends who attended, with refreshments being provided after the service.

Ron was buried at the Warrandyte Cemetery which was attended by 25 people. The group was mainly family with modelling represented by Jim Fullarton, Keith Harvey, Howard Gostelow and Graeme Wilson. Sarah and Jonathan Bird and the above representatives spoke to reminisce on Ron's life and the many things he had done over the years.

The VMAA Committee and Members wish to pass on their condolences to the family and friends of Ron Bird. May the winds be gentle and you fly with the /angels. RIP

Thank you to Graeme Wilson and Sarah Bird for providing information and photos. Ed

Vale

***Anthony Cincotta
2 December 1940 to 3 April 2013***



Tony in his last shop before he retired. His passion and life was modelling

Anthony Cincotta was born on 2 Dec 1940 and was assigned AUS 936. He worked at the Model Dockyard in the early days. Tony, as he liked to be called, had a small shop at the back of his father's fruit shop which sold all the basics for C/L modelling. He eventually moved out of there and joined up with Jim Davie to establish the Hobby Hanger which was located opposite Caulfield Railway Station. The business was there for quite a few years until he started downsizing and relocated into other shops in the same street. Eventually, Tony moved to East Bentleigh under the name of Saturn Hobbies. He was into all disciplines of C/L flying. His favourite events were speed and racing. Tony and the late Ron Wilson had a strong bond and were always together whether it was RC Gliders, Buggies, or Sport Pylon. But it was in C/L that I remember Tony the most. He gave Ron and Graeme Wilson a lot of assistance when they were getting ready for the 1978 C/L World Champs. Tony never competed at the World Championships but I'm sure he had models competing under the proxy rule flown by others at the various sites and this included F/F (F1A) & C/L (F2C). He was right into building models and always had something on the building board.

I met (Ed) Tony at the Hobby Hanger as a young lad in 1972 and remember entering the shop looking at all the models and did not know where to look next. I eventually worked for Tony and Jim for a few years part time, with Tony teaching me RC glider. I have fond memories of great times flying at Ferntree Gully in the hills and Elsternwick Park. I also had the privilege to meet some of Tony's family, especially Tony's sister Lena. Tony was also a musician and played guitar at the Savoy Hotel for over 20 years. Tony was a life member of the VMAA and when he retired from his commercial business, he moved to country Victoria with his then wife Ros (deceased).

From the VMAA Committee and Members, we wish to pass on our condolences to family and friends and I know Tony would be building another model with the angels by his side. RIP

Thank you to Graeme Wilson and Lena Cincotta for providing additional information. Ed



A later picture of Tony after he retired, still wearing his Saturn Hobbies logo.

FAREWELL TO OUR VMAA SFI AND CD



*VMAA Senior Flying Instructor Murray Ellis.
Has held a number of positions within the VMAA,
including Vice President and President.*

Two of the VMAA long standing Committee Members are standing down from two key positions at the next AGM. I would like to acknowledge Murray Ellis and Graham Scott who have both decided to resign from their position as SFI and CD respectively. Murray and Graham have been with the VMAA Committee



*VMAA Contest Director Graham Scott. 17 years
as a Member of the Committee*

for many years providing valuable input and experience. They have both donated considerable amount of time and effort into our great Association. From the VMAA Committee and Members, we wish them all the best and thank them for a job well done.

Carl Bizon
VMAA President



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Northern Flying Group Twins and More 28 April 2013 State Flying Field

By Ed



Great turn up for the event and good weather to enjoy a great day

The Twins and More event has developed over the past 4 years and has become a premier multi engine event held in the Association. The event is held at the State Field each year with the weather at its best similar to last year. This year there were 35 pilots and some 52 aircraft taking part and most flew on the day. There is no doubt the event is growing as it is the only event that I know of that is dedicated and exclusive to multi engine models.

The event has been and continues to be supported by Airborne, World Hobbies and SC Models and provides excellent prizes for pilots to win on a fly per ticket lucky draw. The event includes the KATY award for the most innovative Multi Engine Model flown on the day. The sponsors of the event

were acknowledged at the end of proceedings with NFG presenting Certificates of Appreciation. A great way to say thank you.



*Rod Mitchell from the Keilor Club is a old hand with twins.
All scratch built*



The NFG Club Members keeping the canteen operating and the hot food coming...

The trophy was donated by Ken Thomas to encourage multiple engine aircraft building and flying. This year it was won by Paul Timms (CHAMPS) with his twin A66. The model is two Texans bodies with one



NFG President Mark Sills and Vice President Rob MacDonald work very well together with dedicated team of NFG Club Members. Well done on another great outing.



(Walking at the Rear) Paul Timms (CHAMPS) taking his A66 Twin Texan for a fly. Flew very well and won the KATY award

wing. The model had initially engine issues but once that was sorted, it flew very well. Good job.



Ken Thomas (Left) presenting the KATY award to Paul Timms for his A66 Twin Texan

Again, NFG lead by Mark Sills and Rod MacDonald combined together to keep proceedings rolling along with prizes being awarded to pilots at certain times of the day. The field was in fantastic shape as per usual with the canteen providing food and drinks all day. The event was opened to the public and a steady flow of people enjoyed the flying while having a day out with family. As a proactive approach, NFG put on a display at the Whalen shopping centre the weekend before, supplying flyers and information on what the event was all about.

All in all, it was a great day for modelling and for multi-engine models. So if you have one that has at least two engines, then this event is for you. I know of many “hangar queens” that should come out and participate in the event. There is no pressure as it is up to you if you want to fly. The camaraderie and friendly environment is something you would expect.

Well done to NFG for again achieving a great result. See you next year. Ed



(Left) David Chivers Caribou. (Top) Ken Thomas MB200 Bloch, flown by Rod Mitchell and Dave Barling and his electric DC3. All flew well on the day

*Never walk through the pit area with a armed electric model
Please remember - “Spinning Propellers” are Dangerous*

Profile of a Modeller

Mark Collins

By Ed

This edition we continue with this series of looking at modellers who have been in the hobby for many years and have made our hobby that little bit more interesting by presenting some great model aircraft. This edition we look at another master builder and one who has a lot of history and continues to build scale models, Mark Collins.

Many people in the VMAA would know or have seen some of Mark's handy work with his magnificent scale scratch built models. Mark makes most of his own parts and has built single to multi engine aircraft. He is an active flyer and attends many events around our great Association. I was able to catch up with Mark to gain an insight into his modelling career. So without any further hold ups, let's see what we can find out.



*Mark Collins and his scratch build Stagger Wing.
Another master piece.*

Q1 *Where do you work and for how long?*

A. I am currently working for Model Engines Australia P/L as Tech/Sales Support and I am in my 19th year. Obviously the attraction is to work in the modelling industry and I get to play with lots of toys!! (And latest products). Previously I worked in the retail hobby industry for about 6 years.

Q2. *How long have you been a modeller?*

A. I built my first model aircraft at 8 years of age some 55 years ago. The model would have been a chuck glider. I then progressed onto rubber powered free flight models which were then converted to Cox 020 motors.

Q3. *What Club do you belong to and how long have you been part of that Club?*

A. I am a member of P&DARCS Club and have been a Member for the past 32 years.

Q4. *Are you Associate Member of any other Clubs?*

A. I am also a member of the Scale Association and previously a member of SAM600 (Old Timer Association) for approx. 20 years. (1986 – 2006)

A. **Why?** (See answer 2) but I became interested in aero modelling because my Father was aero modelling prior to WW2. As mentioned, we moved on from free flight to RC about 1963. Converting our free flight models to single channel system. Also I have been a heavy model inspector since 1985.

Q5. *What is your favourite discipline? Why?*

A. I really enjoy scale models, particularly large scale. I enjoy the old timer models as these relate to my younger free flight days. As mentioned earlier I enjoy building and flying old timer models, I competed seriously in old timer comps for almost 20 years, in which time I won 7 Nationals titles, numerous State titles. I won the Roy Robinson Trophy 5 years in a row. I have since stopped flying old timer competitions so I can concentrate more on scale modelling.

Q6. *You are renowned for building large scale models and have presented some beautiful models at many large scale events. Have you always built large scale models?*

A. I enjoy building large scale most I guess. It is the challenge to recreate as an accurate model of the subject aircraft as possible, including all the problems associated with designing and making all the little!!! Bits.

Q7. *I know you travel to many events during the year, do you have a favourite event(s) you attend and why?*

A. I did a lot of travelling to comps interstate, particularly for old-timer, now I mainly go to scale rallies, I have attended Bowylie scale rallies when they were on, also to the Temora invitational scale comp. Both these events I won pilots choice with my Beech Stagger wing.



Q8. *I have heard you were in the Navy for a number of years as apprentice. Was building scale models just an extension of making things?*

A. I joined the Australian Navy in 1965 at the age of 15 where I completed my apprenticeship as a shipwright. This trade covered structural fabrication, welding, boat building, fibre glassing and cabinet making. On completion of my initial training my first sea posting was on HMAS Melbourne, where we conducted the first sea trials with the Douglass Skyhawk and Grumman Trackers. Very interesting times. I was then posted to HMAS Sydney where we conducted Vietnam Ferry runs in support of the Australian Army, delivering equipment and supplies. After that I moved around the country in different sea and shore postings. After 20 years I left the Navy and started working in the hobby industry where I have been for about 25 years.

*Always restrain your model while starting or tuning
Please remember - "Never leave" a charging battery unsupervised*

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Profile of a Modeller Continued

Q9. Do you think modelling is easier now than say 20 years ago?

A. I think modelling is easier today, as there are so many good quality ARFs that are available. Back in the old days!!! You had to build everything from kits or scratch build.

Q10. Do you make everything yourself? Is this because you get what you want and to the quality you expect?

A. I try to make as much of my models as possible if it is cost effective. I guess that is the challenge such as being able to design and construct a special set of retracts, which you can't buy.

Q11. What model are you working on now? And Why?

A. My current project is a ¼ scale Lavochkin La-9 fighter. This is totally scratch built, including drawing the plans from 3 view drawings.

Q12. What do you think the future of modelling will be?

A. The future of aero modelling appears to be more ARFs and small electrics, also petrol engine use will increase noticeably in the years to come. You can already see less and less young people are becoming involved in the hobby based on so much more diversity in leisure activities.

Mark Collins

Thank you Mark in making time in sharing some of your life experiences and your long involvement in modelling. Your journey has been interesting one and along the way, has seen the changing face of modelling through technology and the manufacturing of ARF models. It certainly allows a potentially new modeller to get into the hobby quickly to enjoy model flight. But at the same time this segment of the hobby does not promote the skills of building. Interesting times ahead as ARFs improve in quality and build.

No doubt we will see Mark out and about at events enjoying his hand crafted aircraft and flying scale at the Shepparton Mammoth Scale Fly in and Northern Flying Groups Twins and More just to name a few. Ed

MAAA Policy - Reference 2.4 Ghz,

All members are reminded that the MAAA policy states which Transmitters are approved by the MAAA and are permitted to be used at our fields.

Go to <http://www.maaa.asn.au/maaa/mop.html> for more information

You need to read threw the policy MoP058.

Particularly Clause 3.1 & 3.8, and refer to the table in appendix A which lists the MAAA Approved radios. All Clubs need to know what is approved and constantly check MOPs as their are a live document as they are updated on a regular basis. The VMMA Secretary Sends out with the VMMA Minutes of what MOPs has changed to Club Secretaries on a monthly basis.

*Never walk through the pit area with a armed electric model
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EDUCATION REPORT JULY 2013

As most of you know my mission as Education Officer for the Association revolves around introducing the young to the joys of model aviation. To that end I have started to work with more than one branch of the Australian Air League. Back in April I was able to summon the help of Kahlid Ally who flew many aircraft for the Indian Air Force, including the likes of such aircraft as the Hawker Hunter. He was our special guest at one of the Monday night meetings held by the Air League Moorabbin. They have their meetings at the museum at Moorabbin airport and so are lucky to be surrounded by all sorts of real aircraft and hanging models.

I started proceedings with a short talk which was model related and then handed over to Kahlid who did the bulk of the talking about his experiences in India. He then answered many very good and well-constructed questions from the cadets who accounted for themselves in a most impressive manner.



Australian Air League cadets assemble for a good night of model building and discussions

The whole evening was very enjoyable for all and so successful that the Commanding Officer of the Cranbourne League who was attending asked if we could come and do the same thing for their league. This will not be until next term now but we will be able to get down there ok.



Some of the cadets busy assembling a trainer with Kahlid Ally in the background keeping a close eye on proceedings

Another evening was spent out at Coldstream with the Lilydale League, again with the help of Kahlid who offered his building skills this time. Some months back we started building an Aero-lite Hustler from a plan. Selected cadets were on hand to continue with this and some progress was made as you can see from the photos. I have scrounged around for all sorts of things and now have an engine, servos and a transmitter/receiver set we can use. We just need some time to complete the model and of course fly it. We also had some fun with the Spitfire gliders so again a good time was had by all.



The cadets listening intently and asking good questions along the way

Back to Moorabbin again and this time we had as a special guest a friend of mine who used to be a maintenance engineer on Vulcan bombers, so he knows this aircraft inside out. They also offered him a gig on the TSR 2 which he would have taken had it not been cancelled. He does not fly models (yet) so I am going to try and change that. His knowledge is incredible and he kept the cadets entertained for over an hour. They also asked him some very interesting questions and I did not have to do much other than my usual introductory talk with the promise of doing some buddy box flight training, which always seems to go down well.

I will continue on this track but if any of you have children or grandchildren in a scout group or similar I will be more than happy to organise a presentation for them as an introduction to model flight.

**GOOD FLYING AND
FLY THE PLAN
DAVID NICHOLS**

Country Meeting - 2013

The purpose of country meetings is so country Clubs can meet the Committee and ask questions of the VMAA on any subject of concern or just to clear up issues that have been brought up by Club Members. Normally, the Committee would join the Club at their field and meet as many Club Members as possible, followed by dinner on the Saturday night. The meeting is designed for questions and answers so if any Club is interested in hosting a Country Meeting, please contact the VMAA Secretary, Chris Caulcutt. To discuss a suitable date and make arrangements. We would also encourage other Clubs in close proximity to join in as well.

Meetings held in 2012 were very successful with the VMAA Committee meeting a number of Club Members. So give Chris a call to find out more information. Ed

*Always restrain your model while starting or tuning
Please remember - "Never leave" a charging battery unsupervised*

Scanner Challenge, Bendigo

21st April 2013.

By Les Davis

The Challenge.

This is the first time we've tried this, circuit racing the well-known sport low wing aircraft (Phoenix) Scanner. This all came about when the king pin at Model Engines, Mr Tony Farnan found out about us racing scanners in a Club competition here in Bendigo. He made the suggestion that Model Engines would like to promote the idea of Scanner racing and would we (BRCAC) like to conduct a Scanner Challenge, with support of Model Engines, i.e. Prizes etc.



Les Davis (BRCAC) and CD for the event makes things clear on how the day will progress. Great job.

At the Club's monthly meeting it was discussed and all agreed, that we should try running such a challenge as the Club has the coloured lights, the electronic timer, lap counter and the safety cage. This equipment is used for the Large Scale Racing that is conducted in Bendigo in August of each year.

So to test the viability of such challenge the club sent invite e-mails to 5 aircraft Clubs just in our local area (Central Victoria) Echuca, Shepparton, Kyneton, Ballarat and Ararat. Replies were slow at the start, then replies from Clubs such as Mitchell, Greensborough and Geelong suggesting that they were also interested in the challenge as well. How did they find out? The forward "button" on the computer I guess. Was this going to be too big in numbers to handle on our first attempt?

As I have said replies were slow coming in until the last two

weeks, then phone calls and emails. We've got four members coming, then we've got three coming and we hope to have four of our members come over to make up the numbers. All of a sudden we got sixteen entries which is what we had hoped for when we started out. With four in each heat and four heats to be run over five rounds, the sixteen number is ideal for a one day race event. At a push maybe we could handle twenty entrants but that would be the maximum.

We started racing just after the 10.30am start time and had the first two rounds completed by 12.15pm, it was a good time to call the lunch break through to 1pm. Following lunch a further three rounds were completed in good time. Presentation followed to the



*The Ararat boys were one of the teams on the day. David, *Sec) Brodie (Club member) and Moss Head, President had a great time.*



What would an event be without the spectators? Plenty of them to with a few laughs plus Ohs and Ars and the racing heated up..

winners and losers with the Model Engines Prizes delivered in the format as requested by Mr Tony Farnan. The presentation finished off a great day.

RACING.

With sixteen entries from five different clubs the flight order was picked with one Member from each club in each heat where possible. This allowed the other club members to support each other during the races.

Colour coordination and identification was expected to be a problem with sixteen aircraft all the same size, shape and very little variation in the actual colour schemes. It took some careful planning to get the staggered start release times right, then everything worked without a hitch, surprise surprise.

*Never walk through the pit area with a armed electric model
Please remember - "Spinning Propellers" are Dangerous*



Four of the 14 scanner ready to go. As you can see, colour was an issue, but there was some great alternatives used to ensure the aircraft were different and generally worked well

who had been racing against Steve Davis and playing swap the lead almost all day, clipped the number 3 pylon marker trying to cut inside Steve's flight line, result was, one Scanner no wing.

Presentation was next with the scores added up and checked it was found that the first 3 places had gone to the Bendigo Members who were not eligible for the prizes but did receive their Clubman points.

The Model Engines prizes were two very nice ARF kits. They were to be given out as follows; to the pilot who finished lowest but had scored in at least four out of the 5 rounds and the pilot who finished in the middle of the field with at least four scores out of the five rounds. Congratulations to the two winners, Brodie Hunter (Ararat) and Les Sawyer (Shepparton).

All other contestants received something for them to eat and drink on the way home. There was another prize donated by BRCAC and that went to Mossie Heard, (Ararat). I think it was for his good looks.....

We need to thank Model Engines for having the foresight to suggest that we (BRCAC) should try running this Scanner Challenge and their support in this venture. I also like to thank the flyers who made this day possible by attending. We need to thank our light marshals, canteen staff and the two picture men, Bill and Joe who got some great shots of the fun we had.

What will it be like next year, I guess we'll all have to wait and see.....

Thank Les. It was a great day and a lot of fun at the same time and well done to BRCAC for another great racing event. I am looking forward to next time and will hopefully have a Scanner ready to go with any luck and get into it myself. Ed

Circuit racing as we call it, is standing off the course some 80 metres from pylon markers, 50 metres is the width of the flight course around the pylon markers and a further 30 metre safety zone to the pilot area. The course is of an unequal triangular shape.

The first two rounds were completed before the lunch break with some rather hairy flying being encountered as some pilots hadn't tried this form of racing before. But the smiles on their faces said it all, they were loving it. This was a fun racing event with very economical Scanner aircraft all racing at very similar speeds. Two rounds in and only one race aircraft suffered carnage at this point, although there was a few close calls and lots of near misses that were had.

After the lunch break the wind had strengthened quite a bit, coming from the North and through the tree line thus causing the air to become quite turbulent. This added to the excitement as the Scanners battled the cross wind on the straight legs of the course. This didn't seem to faze the pilots as they were still laughing and enjoying themselves but with this much excitement you knew something would happen and it did. Graeme Beagley,



Some of the young competitors on the day Nathan Granger, 16 (left) helped out with Matt Young 17. Matt is part of the team for the World Pylon Racing Championships in July. Well done and Good luck



To make it interesting and to give others a chance to win a prize, the pilots who finished lowest but had scored in at least four out of the 5 rounds and the pilot who finished in the middle of the field with at least four scores out of the five rounds. Congratulations to Brodie Hunter (Ararat) and Les Sawyer (Shepparton).

AIROPULT®

RC AIROGRIP



Before the Airopult. See how close the pilot's arm is to the propeller!!



With the plane held securely within the Airopult the pilot can safely start his plane.

Above - using gloved hand
Below - using starter motor



Mr Brian Winch



Why take safety for granted when starting R/C model airplanes.

Stop using poles, chairs, boxes or other people's legs!

Now you have the Airopult to safely and efficiently restrain your R/C model airplanes whilst you prepare yourself for a great day's flying.

NEW



FREE DELIVERY WORLDWIDE

The Airopult is ideal for 99% of all small to medium scale models : electric, glow or gas.. It prevents all forward or backward movement during start up allowing you to make any adjustments necessary in the knowledge that your plane will not move.

The Airopult's adjustable attachments will allow you to hold low tail draggers or tricycle R/C models and it can be used on both hard and soft surfaces.

SEE OUR WEBSITE FOR REVIEWS AND PHOTOS.....

WWW.AIROPULT.COM



Telephone : 0034 626 486 690 email: airopult@gmail.com

*Never walk through the pit area with a armed electric model
Please remember - "Spinning Propellers" are Dangerous*

The RC AIROPULT from Airogrip

Product Review

By Ed

The VMAA Newsletter is a publication to provide information to the Members of our great Association. Everything from events to the latest calendar dates are provided to share a multitude of activities. This includes ads for a number of products or companies involved in modelling. The newsletter where possible acknowledges special achievements of past and present aero modellers.

So when I was contacted by RC Airogrip, a Spanish Company, to review their restraint device AIROPULT for RC model aircraft, I wondered where this would fit in the above scheme of things. The VMAA Newsletter does not normally review commercial products or recommend one item over another based on its charter to delivery local/Association news. However, after consideration of what the device provides and the emphasis on safety, I thought it would be appropriate for all Members who receive the newsletter, to know about AIROPULT. I also know a review has been done before on a commercial basis, but safety and the promotion of safety is something that is ongoing and will continue to be so.

Like many of us, we have all seen and used a number of restraining devices to hold our models on start up. Whether this is a fellow modeller holding the model or tying the model to a fence, we all understand the model needs to be restrained based on safety to ourselves and fellow modellers. This is normally achieved by restraining the model via the tail feathers or main wing and then holding the model while starting with a starter motor. The main problem with this procedure is, the model cannot go forward, but there is normally nothing holding the model going backwards apart from a hand on the cowl or another modeller assisting. The AIROPULT addresses this problem of holding the model while starting and ensuring no hands are anywhere near the spinning blade on the front and at the same time, restraining the model safely until the pilot is ready to release the model.

It would have been easy for me to use my own models and then write about what the device can do and how safe it was, but I thought the best way to get some real feedback is to take the device out to the field and have Club Members try the device themselves. The AIROPULT claims is can safely restrain 99% of all small to medium scale R/C model aircraft. At the field I put this claim to the test by using models from 40 to 160 size with no issues at all. Even electrics can be held safely while checking the aircraft systems before take-off. Tricycle undercarriage is catered for as well.

So what is in the box?

The AIROPULT comes neatly packed with all the components to set up quickly at the field. It comes with large or small undercarriage height adjusters which are used based on the size of the model. The only items it does not come with are the securing pins to hold the AIROPULT (4 needed). A quick trip to my local hardware store soon solves that minor issue. The construction of the unit is very good quality and is robust enough to take the rigors of many starts.

I found the instructions clear and easy to follow with a number of tips on how to use the AIROPULT so pilots could take maximum advantage of the device. There is also a series of photos on the assembly and general maintenance to keep it in top notch condition.

Down at the field

Taking the AIROPULT down to my local Club in its packaging attracted a number of Members to have a look and ask a number of questions. Of course while I had their attention and curiosity, it was a good time to ask for help to assemble the device. The idea was to show how simple it was to set up and prepare for



The AIROPULT is simple to operate and assemble. As you can see from the photos above, the model is secured by the tail and undercarriage. She is going no where.

*Always restrain your model while starting or tuning
Please remember - "Never leave" a charging battery unsupervised*



(Left) Starting is simple and look, one hand only... (Centre) Arming the foot trigger. This stops any accidental release from the restraint. (Right) Once all checks are complete, the pilot takes up his position, TX in hand and ready to release. Total control.

operation.

It did not take long to have the AIROPULT on the ground ready to restrain the first model. We started off with a small 40 size model and prepared to start the aircraft. As Club Members looked on, they realised all they had to do is, turn on the RC equipment, prime the motor, grab their starter motor and start the engine. No hands were needed to hold the model with no chance of the model going forward or back.

As we continued, bigger models were placed in the AIROPULT with the same result. Safe starting which allowed the pilot to be in control and when ready, release the model for flight. The photos show the AIROPULT in action and have provided a video clip as well to see how easy it is to use the device. The funniest thing was to remind people not to use their hand to hold the model (force of habit). Just start it..

As the day progressed, a number of Club Members used the AIROPULT and many were surprised in the number of areas. The first one being it was just a toy or gimmick. This thinking went out the door very quickly as Members used the AIROPULT and they realised safety had risen to another level.

You could see by using the AIROPULT the whole operation of starting a model by yourself had just become easier and safer. Discussion talked about starting bays with two or three AIROPULTs which would cater for most models.

Overall

What a great device that is easy to use and promotes safety by really restraining your model in both directions, allowing the pilot to be in control of the model and releasing the model safely when ready. The device can be used with many different type of model sizes and at the same time, enhances safety to the modeller. To see the AIRPULT in action there is two short videos at www.vmaa.com.au/video-gallery.html

Well done to RC AIROGRIP for providing a truly well designed and robust restraint that can be used at any field. The AIROPULT is sold in Australia by Col Taylor Model Supplies - www.coltaylormodels.com Monaro Models and Hobbies - www.monaromodels.com.au AMR - RC - www.amr-rc.com You can also find these suppliers through a direct link to the listed product from RC AIROGRIP website at www.airopult.com



With the pilot ready to go, the foot trigger is pressed and the model is release. The pilots accelerates slowly of the restraints to enjoy another flight.

Wagga Wagga ANZAC Military Scale Competition 26 to 28 April 2013

By Pam Pimblott



Noel Whitehead's Corsair. No stranger to this event

As we have done for the last ten years Rick and I headed for Wagga, on Thursday 25th April for the Military Scale Comp. For those who do not know of the event here is a short history lesson

The event was first held in 1974, the brain child of John and Hazel Tenement. John had competed at the World War 1 event in Canberra and thought it would be a good idea to have a World War 1 event, thus the Wagga Wagga Military Scale

competition was born. Initially, it was exclusive to scratch or built up models but as the world changes so did the event. The Canberra competition folded and many of the fliers asked to be included into Wagga so a WW1 section was added, then along came ARFs so a flying only section was included.

As it sits today, there are four sections for judging, World War 11, World War 1, Military and Flying Only. The first three categories are static judged prior to flying on the Friday then each aircraft flies three rounds over the Saturday and Sunday. To enable everyone to get in their three rounds two flight lines are used as on occasions there have been 55 or more models. Although this is a very large competition it is very well run and everyone who attends is very friendly with the event having support from the local businesses and the council.



Ray Clark's Fiat, Beautifully built



Lunch time. No shortages of spectators to take in some the fantastic models on display.

Thanks Pam for the report and some history on another great event that is held annually. I know many scale modellers who have attend the event and have commented on how well it is run, the camaraderie and the fantastic models on show. I am hoping to attend this meeting myself and fly some of my scale mode. Ed

VMAA Trophy 2014



Why not get a team together for the VMAA Trophy for 2014? All you need is six pilots and you are in. There are 12 events and the best 6 will count. Each pilot can enter two events. It is a lot of fun with a bit of competition just to make it interesting....

VISIT BY PER FINDAHL STATE OF THE ART IN FREE FLIGHT GLIDER

By Col Collyer

The number were a bit low, but those that came were very attentive on what Per had to say, and took it all in. Many questions were asked that brought out some excellent information. At the end of the night he opened his model box and showed us the state of the art in freeflight glider. A most educational evening for those that did attend.



Per Findahl Swedish F1A World Champion

Per showing his Free Flight glider treasure chest



SCALE AIRCRAFT

VFSAA

Victorian Flying Scale Aircraft Association

If you like to build and fly scale radio controlled aircraft then the VFSAA is the SIG for you. Scale events at various venues and are listed on our website. Events are open to all members of the MAAA and cater for Scratch built/Kits as well as Flying Only (ARF) scale models.

General Meetings are held bi-monthly on the first Thursday of every even month at the Field Naturalist Club of Victoria. Address: 1 Gardenia Street, Blackburn. Visitors are always welcome. The highlight of meetings is the show and tell presentations from members of their new models and includes discussions on construction techniques. Members are always available to advise or assist you in your building project or to explain and guide you through our flying schedules.

Our website keeps members up to date with news and information on upcoming events as well as event entry forms which can be downloaded and printed prior to entering an event.

Visit our website at www.vfsaa.org.au



VMAA TROPHY WEEKEND 13 AND 14 APRIL 2013

This event is getting better with each passing year as the Clubs that attend have a real great time and lots of fun and laughs. Again, things get started with some Clubs arriving on the Friday and set up house for the weekend. The facilities at the State Field are excellent with the host Club, Northern Flying Group doing an outstanding job keeping the field in pristine condition.



Rob MacDonald VP NFG, up to his antics as per usual...

the battle lines were drawn. The stirring and laughs also started straight away and many admirable comments exchanged between teams.

The weather like last year was not favourable initially, but it was not as bad as last year



Joe Buttgieg Garry Thiele (BMMAA) in the combat event. Lots of fun...

name a few.



Judges and CD with the scale event. The weather kept you on your toes. Ken Molison's Vampire entered and flew very well

This year we had 7 teams enter the event which was only one down from last year. The VMAA CD Graham Scott got things rolling as usual with a Pilot's Briefing first thing on Saturday morning. When all said and done, the Helicopter and Fun Fly were first up and

when we had strong winds in the morning followed by a beautiful day on the Sunday. As the competition progressed on the Saturday, the weather became more stable and flying conditions more enjoyable.

This year in the scale event, we saw Ken Mollison's Vampire jet (BMMAA) take part. Ken flew in both rounds, but did suffer some damage on his first round due to the bumpy conditions. Some quick repairs and smart thinking had the Vampire back in the air. It did take our first place as it did fly great. I dare say we may see more jets flying maybe next year. We also had some great flying again by Mick Gunn from La Trobe in Fun Fly with Greg Lepp and Paul Webber doing a great job in the Helicopter and the Combat event proved to be more fun this year, just to

Sunday was even better with the weather favouring the event and again, some great

flying was seen along the way. Northern Flying Group, provided the entertainment in the Most Unusual Model with their Angry Bird routine. If Hey Hey its Saturday was still on, NFG should nominated for the Red "Red Faces" segment of the show as they would have won the talent night. Club racing was another close challenge with NFG taking out first place and BMMAA close on second place.

Musical Landings is the last event on the schedule and for those that



Some of the teams that participated. (Top) Lilydale, (Bottom) LaTrobe. Hope to see you next year



Cliff McIver, Steve Malcman and Roly Gaumann (P&DARCS), race against time

have participated would understand this event is special in many categories. From the type of model flown to some extraordinary repairs made to keep things together. This event may seem to be just hacks in the hand of suicidal pilots, but there is actual skill involved to keep the model intact and make sure you actually land on the runway. Lots of fun with NFG taking this event out with Riley Sills (junior) taking out the event. Riley was one of three juniors who took part, with Anthony Monteleone placing first in Old Timer and Lucas Newman flying taking out Fun Fly. Well done guys.

The scores were close for the whole weekend as the score sheet shows for Club placing. It was only the last couple of events where we started to see some separation. This year NFG won the VMAA Trophy by a clear margin. The other teams were so close that only a few points would make the difference between second and seventh. Congratulations to NFG as they have been in the mix for a number of years as they have come close so many times and this year, success.

Well done to all teams and their supporters in taking part and it is hoped you will all join us again next year. Well done to NFG in the preparations for the event and running the canteen for both days and the VMAA Committee, especially the VMAA CD Graham Scott in conducting another great event. Again, the camaraderie and competitive spirit proved to be foremost on a weekend which was all about having some fun and taking part. See you next year.
Ed



Wayne Newman going through his routine



Daniel, assisted by father Jon Goudge. Great to see another father and son team



Kahlid Ally (PARCS) enjoying the day



After a number of years of trying, NFG finally come out on top. Well done and great effort



2013 VMAA Trophy Results

“VMAA POINTS”. The best 6 of the 12 events to count. (Juniors get an extra 1 & ½ points, as per past 11 years)

CLUB	PLACE	Total of the best 6 scores	Heli 3 circles	Fun Fly	Combat	Thermal Glider	Scale Aeros	Fun Scale	Club Racing	Electric Glider	Most Unusual Model	Heli Novice	Old Timer Duration	Musical Landings
Bacchus Marsh	6	26	1	1	4	-	2	6	5	2	4	2	1	5
LaTrobe LVMAC	5	27	3	5	6	3	3	4	2	6	1	1	2	1
Northern NFG	1	37 ½	4	2	5	5	4	1	6	5 ½	6	4	7 ½	7 ½
Pakenham P&DARCS	3	30	6 (=)	4	3 (=)	-	6	5	3	-	2	5	3	4
PARCS	2	31	2	7.5	2	4	6.5	1	4	5	1	3	4	3
VARMS	4	27 ½	5	1	-	6	-	3	-	4 ½	3	-	5	4
Yarra Valley	7	25 ½	6 (=)	3	3 (=)	2	1	2	1	2 ½	5	6	-	2

Coffs Coast EDF JET MEET”

Saturday & Sunday 15-16 March 2014.



On behalf of our club I'm planning to organize a major Electric Ducted Fan jet meet to be held at our Emerald Beach flying field in beautiful Coffs Harbour, Mid North Coast of N.S.W. We have great flying facility with 35x200m good quality grass strip, club house with full amenities and numerous caravan camping sites with AC power facility.



Advance bookings are recommended for these

with small fee charged.

Friday, the field will be open for flying and early registration. Saturday, all day flying commencing 08:30 AM with evening smorgasbord dinner served at the club house. Prior bookings will be essential for evening meal as there is limited seating.

Sunday, all day flying with the presentation held after lunch at 2PM. BBQ will be available Sat. and Sun. There will not be any formal competition during this fun fly, bring as many models as you wish, fly as much as you like with limited number of pilots flying at the same time. (decision made each morning at pilots' briefing) For the safety reason the separate flying time will allocated for pilots wishing to fly hand or bungee launched models if required. I'm hoping to make this a successful annual event, and would like to invite on behalf of the club any interested MAAA registered pilots to participate. Sponsors are most welcome to take part and set their trade stalls. More info will be available in the near future, stay tuned, or for further details please contact,

Joseph Frost, 0403 116 491, e-mail: frostjos@gmail.com or

Norm Wagner, (02) 6656 1227, e-mail: wageners@hotmail.net.au

Free Flight Notice World Championships

F1D team trial to select a team to represent Australia at the 2014 F1D World Champs to be held in Slanic Romania - 6 to 10 October 2014. The Contest Director and contact for information will be Darien Cassidy, 29 Russell Street, Surrey Hills, Victoria. e. mail: joybdes1@bigpond.com phone & fax: (03)9899 0322.

The Organizing Body is the Victorian Free Flight Society inc. Secretary: Sean O'Connor, 59 Roseneath Street, Clifton Hill, Vic. 3068. e. mail: sean-oc@netspace.net.au phone (03)9481 6607.

The Date of the Team Trial and the Victorian F1D and F1L State Championships is Sunday the 24th. November 2013. The Venue is The Manningham District Indoor Sports Centre, 360 Springvale Road, Donvale, Vic. 3111

Briefing will be at 12.25 p.m.

Practice and setting up will be from 12.30p.m. to 1.00p.m.

The Time of the Trial and competition flying will be from 1.00p.m. to 4.00p.m.

The Jury will be named and advised to the entrants by 24th. October 2013.

2013 VMAA CONTROL LINE STATE CHAMPIONSHIPS.

By Graheme Wilson

The competition was held over 4 days of the Easter weekend at CLAMF and KMAC. We had a good number of entries in most events with the FAI classes attracting more than usual because of qualifying for next year's World Championships in Poland.

The weather was good most of the weekend except for a few showers on the Sunday at KMAC but we managed to get all scheduled events finished. We enjoyed a presentation night at the Keysborough Hotel on the Sunday evening. Entries were received from WA, NSW, QLD, SA and VIC. Most entrants went away with a trophy or two.

Thanks to all the CD's and helpers who made the weekend a good contest to compete in for without them it would not have happen. See you all next year another great competition.

Thanks Graeme, short and sweet with a few photos to boot.. Ed



David Gannon pitting F2C



Steve Walton pitting F2C



Mark Poschkens pitting F2C



Murray Wilson pitting F2F



*F2D Pilot action, Bruce Bellis
v Murray Wilson*



Pilot action in F2C



*F2C Finalists L-R Fitzgerald/Ellins, Wilson/
Poschkens, Stein/Justic*

VICTORIAN FLYING SCALE AIRCRAFT ASSOCIATION CHAMPIONSHIPS HELD AT VALLEY RADIO FLYERS CLUB, IAN WATTS FIELD 8TH & 9TH JUNE 2013

By Ed

The VFSAA completed the annual championships at the Valley Radio Flyers Ian Watts Field over the Queen's Birthday weekend. This year some 25 pilots competed in the three categories. Scale, ARF Flying only and Large Flying only. The weather was outstanding for both days and the normal VRF hospitality was much appreciated. Flying started at about 9:00 am on the Saturday with the momentum continuing on the Sunday. Competition was tight in the initial rounds with no clear leader. The ARFs were again leading in numbers with a few large models as well. There were again some excellent scale aircraft on show with static judging in full swing on the Saturday. So there was plenty of activity and everyone seemed busy either preparing, judging, calling for someone or on the flight line flying

Congratulations to all place holders in each category and thank

you to all Association Members who assisted with Static judging, flight line judging and scoring. Without these positions being fielded, we could not have run the event. It was also fantastic to see some new faces at this event this year along with their models. The variety of models was very good across the three categories and seems the event is growing each year.

For those that have not been at the event for a while or like to be part of a great weekend, why not join us next year for a fantastic two days of great competition and camaraderie.

Event Placing's

Flying Only

1st	Peter Harris	Gee Bee Y	2370
2nd	Tony Small	L4 Cub	2365
3rd	Noel Whitehead	RV4	2356.5

Scale

1st	David Law	Vampire	5232
2nd	Noel Findlay	Fox Moth	5188.5
3rd	David Balfour	Curtis Robin	4702

Large Flying Only

1st	David Law	DH Comet	2409
2nd	Roly Gaumann	Pilatus Porter	2352
3rd	Tony Grieger	Super Cub	2278

Encouragement Award presented to Rob Hullet of TWMA Club.



*Judges at the ready.
Great job guys*

*Thank you to all the
judges for helping out*



*David Law presenting the encouragement
award to Rob Hullet of TWMA Club.
Well done*



*David Law, President VFSAA thanking Rob
Popellier for the use of the field*



*Never walk through the pit area with a armed electric model
Please remember - "Spinning Propellers" are Dangerous*



As from July 2013

41284	Peter
75944	Kenny
75895	Doug
74658	Neil
76048	John
75965	Kemal
72463	Antony
75939	Bill
61179	Andrew

Gold Wings (Fixed Wing)

55551	Jeff
11273	Terry
41016	Richard

Bronze Wings (Helicopter)

74577	Juris
76092	Sam
20812	David
64741	Wes

Proficiency Ratings



Bronze Wings (Fixed Wing)

Aspley	74498
Birt	76042
Braidwood	11462
Eichentoph	76047
Goldsworthy	76111
Hussein	75960
Jolson	75790
Karavas	65082
Kerr	



Dan	Lee
Royce	McCracken
David	Meson
Kendrick	Pavey
Scott	Raymond Dixon
Robert	Ringeri
John	Wikman
Jason	Yendall

Glider Bronze Wings

Bill	Hunt
Jamie	Quick

Instructors

George	Hall
Robert	Hullett
Rodney	Miller
David	Roberts
Jon	York

Congratulations to all recipients in achieving their proficiency ratings and being part of the National Framework.

State Flying Instructor Annual Report 2013

After 5 years as the SFI, I have decided to stand aside and allow some "new blood". It has been mostly a very rewarding experience. I have made many friends and been to so many different fields and Clubs. Up until this time last year I have issued around 2500 certificates and Wings, this has been an enormous and rigorous task.

During that time I facilitated 8 Instructors courses with just under 80 new accredited Instructors. In closing I would like to thank everyone who has assisted me in this process.

Murray Ellis
SFI VMAA

MAAA Instructor's Course

If any Club is interested in hosting an Instructor's Course, please contact the SFI, Murray Ellis. Just remember, nominated Club Members require to have their Gold Wings before attending the course. This is due to the course being completed in one day.

By completing the course you will be helping our hobby by teaching within a National Framework and promoting safe flying.

Note to all instructors - Scanned copies of wings are to be sent to the State Flying Instructor at: sfi@vmaa.com.au

VICTORIAN PATTERN ASSOCIATION INC



The Victorian Pattern Association (VPA) brings together Victorian aeromodellers who share a passion for precision aerobatics. Precision aerobatics, or Pattern as it is better known, is about performing a series of specified manoeuvres (called 'the schedule') to the best of the pilot's ability. The rules and regulations that apply can be accessed at the VPA website: www.vicpattern.org.au

Victoria has the most active State pattern association in Australia. The VPA has the highest number of aerobatic flyers in Australia, and also one of the busiest contest calendars you can get. The VPA hosts at least one competition a month, thus promoting the improvement of its pilots and of the hobby as a whole. Follow us on Facebook as well!

Some competitions are held as Saturday & Sunday two-day events. To give more pilots an opportunity to attend (if staying over the weekend is an issue) we also run many one-day competitions on either a Saturday or a Sunday. These competitions are held at the flying fields of various clubs across the state. The contest calendar is also available on the website.

To get started in Pattern, you can get in touch with any of the pattern flyers that you see at your local field on any given flying day, and get some direction from them. They will be more than happy to point you in the right direction and give you sound advice. Or you can contact any of the VPA committee members via the website. They will also gladly lend a helping hand.

Don't be dazzled by the aircraft that you see at competitions. There are many highly suitable and very reasonably priced aeroplanes that can take you right through to the top categories. Before making a decision, get advice from the VPA or anybody who is already actively participating in the sport. As mentioned above, we will give you the best advice and direction.

Come along and enjoy the fun!



A beautiful Pegasus as seen at a recent competition. An Asyuler and an Adventure biplane in the background.



Model line-up at the recent SWAMPS competition.

Links you should know about.....

DVD Library - July 2013 Update

IMPORTANT NEWS – 4 DVD's for only \$5-00;

Effectively immediately the VMAA has increased, from 3 to 4, the number of DVD's you can borrow from the Library for no additional cost. Yes the cost remains at only \$5. This means that for only \$5-00 you can select 4 DVD from VMAA's huge library of over 1200 DVD on aviation topics and have them posted to you with the return postage included for you to send them back. No doubt a great bargain.

The V.M.A.A. has a very extensive DVD Library. It contains over 1200 titles covering models and full size aircraft as well as aviation movies. Please note that the library sources DVD's from all over the world so you will need a DVD player that can play DVDs from all regions. There are many excellent instructional tapes/DVD that provide you with excellent information that will assist you in this great sport. There are also lots of titles covering many of the big model shows and competitions from all over the world as well as a huge selection of full size aircraft documentaries. You are really missing out on something if you are not a member of the library. It only costs \$5-00, which includes the return postage, for **4 DVDs**.

Here are three links to get you started in a flash:

Join the VMAA DVD Library just click [Members Application](#)

Want to order a DVD, just click on, just click on [Order DVDs](#)

Want to have a look at the DVD Catalogue, just click on [Listing](#)

Still not sure then the full detail of how to join the V.M.A.A. DVD Library is in your V.M.A.A. Directory. Alternatively you can e-mail me at [DVD Librarian](#) and ask for details of how it operates.

Please note that there is a \$10 joining fee. If you would like to borrow titles when you apply to join then send \$15 and a list of at least 6 titles you wish to borrow. The DVD library is a great resource, if you are not using then it why not, particularly now that you get 4 DVD's for only \$5-00.?

New DVDs are added all the time so visit often and have a look what is on offer. Please note that these new titles can only be held for one week due to the demand on new titles.

Calendar of Events

To find the latest events and what is happening around our great Association, just click on [Calendar of Events](#) New events are added frequently so keep an eye on the calendar by using the link or our go to the VMAA Web site



MAAA Newsletter

The MAAA Newsletter bring you information of a number of area at the National level. This includes reports from the Committee and contact details, Manual of Procedure (MOPS), National and International Events Competition dates and reports on such events. Click [MAAA Newsletter](#) to have a read.

VMAA Committee Members

- | | |
|----------------------------------|---|
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- Ph: 0407 762 140
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- Ph: 95619097
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| Joe Finocchiaro | - Committee Member & Editor
- Mob: 0425 708 654
editor@vmaa.com.au |

*Contact Joe to submit articles, ads and photos.
All welcome.*

*Contact Dave to organise a presentation on aero
modelling. Scouts, Cadet, School Group, general interest
in aviation. All welcome.*

- | | |
|----------------|--|
| Ivan Chiselett | - DVD Librarian
- Ph: 9898 4379
videolibrarian@vmaa.com.au |
|----------------|--|

*The VMAA DVD Library is the best collections of
aircraft stories, modelling building and techniques.*

- | | |
|--------------|---|
| Robert Koren | - Webmaster
- webmaster@vmaa.com.au |
|--------------|---|

*Meetings held 2nd Thursday of each month at Koonung
Heights Uniting Church, Cnr Belmore & Winfield Rds
Balwyn*

VMAA Newsletter - Electronic Format Only is finally here....

This is the last printed version of the newsletter. As from the next edition (Oct 2013), the newsletter will be only available in electronic format.

A email notification will be sent to you for each edition. It is up to you to ensure your email address is provided to your Club Registrar so the information can be passed on to the VMAA Registrar.

Emails have been sent to me saying *“the email is incorrect or how did you get this email”*. The email used to send out the notification is the email address provided to the VMAA by your Club Registrar. We do not use any emails unless they provided to the VMAA. If you do not provide an email, then you will not receive the newsletter after the July 2013 edition.

So I ask you all to check and make sure your details are updated. If you change your email address or have a specific one you want to be used, then talk to your Club Registrar so the information can be changed and updated correctly when you renew your fees.

Newsletter editions are located on the VMAA Web Site and can be downloaded at anytime.

Regards
Joe Finocchiaro
VMAA Editor



*Please contact the VMAA CD for
Calender updates and inclusions.
Change of addresses need to be sent to
the VMAA Registrar.*