



AEROMODELLERS
NEW SOUTH WALES



*If it is an internal combustion engine of any capacity and a model aircraft, you have got my full attention – Brian Winch.
More from Brian on page 6.*

Photo Brian Winch

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Diary Notes

Next Aeromodellers NSW Bi-Monthly Management Committee Meeting.

Saturday 18th August 2018, 4:00pm at the Coffs Coast R/C Flyers field, 16km north of Coffs Harbour at the Clay Target Club.

Following Aeromodellers NSW Bi-Monthly Management Committee Meeting.

Friday 12th October 2018, 8:00pm at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.

Newsletter #410 (August 2018) deadline for submissions:

Friday 24th August.

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AEROMODELLERS
NEW SOUTH WALES



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Aeromodellers NSW 2018 Calendar

(Compiled 6 August 2018)

Unless otherwise advised Aeromodellers NSW Meetings are held the 2nd Friday of every other Month.

Aug 2018

18	Aeromodellers NSW General Mtg Coffs Coast R/C Flyers field, 16km north of Coffs Harbour at the Clay Target Club	Coffs Harbour	Tim Nolan	0412 173 440
18-19	TARMAC Scale Rally	Tamworth	Bruce Cowling	bruco10@outlook.com
19	Gosford City Indoor Flying (12-4pm)	Niagara Park	Jaz Cooper	0411 053 339
24-26	CMAC Oily Hand 2018	Cowra	Andy Lockett	0412 820 865
25	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339

Sep 2018

8	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
8-9	Warialda Fun Fly	Warialda	Barry Power	0427 885 058
15	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
16	F5J HSL	Maddens Plains	Fred Lodden	0418 443 804
22-23	2m Glider Millennium Cup Round 4	Gloucester	Paul Gibson	0425 356 533
23	Pylon Racing at Arthursleigh	Marulan	Peter Kerney	0407 013 230
29	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
29-30	Wagga Model Aero Club Inaugural Scale Rally	Wagga Wagga	Tony McAtamney	0417 294 748

Oct 2018

12	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
19-21	CCRCF Warbirds Rally	Coffs Harbour	Martin Cochrane	0423 691 150
20	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
20-21	October Large Scale Pylon Racing (NAAS)	Canberra	Jeremy Randle	0418 390 446
21	Gosford City Indoor Flying (12-4pm)	Niagara Park	Jaz Cooper	0411 053 339
21	2m Glider Millennium Cup Rd 5	Maddens Plains	Fred Lodden	0418 443 804

Nov 2018

TBA	Pylon Racing at Marulan	Marulan	Peter Kerney	0407 013 230
3-4	3 rd Annual F5J Trophy	Cootamundra		www.aefnet.com
	Note venue change: now at the Aeromodellers NSW State Field			
10	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
10-11	Dawn Patrol –South Hummocks MAC (SA)			sthummocks@bigpond.com
11	Shoalhaven Shield & 2m Glider Millennium Cup Rd 6	Bomaderry	Ian Avery	02 4232 1093
14-18	Invitational Scale Classic Downunder 2018	Cootamundra	Cheryl Rolfe	cheza1954@iprimus.com.au
18	Gosford City Indoor Flying (12-4pm)	Niagara Park	Jaz Cooper	0411 053 339
21	2m Glider Millennium Cup Rd 5	Maddens Plains	Fred Lodden	0418 443 804

Dec 2018

14	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
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Feb 2019

3-4 SAM1788 Old Timer Class Competition

Orange Peter van de Waterbeemd 0412 632 470
(Borenore)

16-17 Banjo Patterson Scale Rally

Orange Peter van de Waterbeemd 0412 632 470
(Borenore)

Apr 2019

26-28 WMAC 46th Annual Military Scale Competition Wagga

www.waggamac.org

Club News & General Interest

What Happened to Airborne?

Brian Winch

IN THE BEGINNING....

....actually, in early 1971, Lyle Bailey and David O'Brien gathered a fair amount of modelling articles, as many advertisements as possible and put together the first AIRBORNE Models magazine – Volume 1 Number 1. Reading through now I see so many names most of us got to recognise as modellers of note for various reasons of whom, thankfully, many are still with us at the present time and, as well, many are still involved in our great hobby – aeromodelling in its many forms. It is also interesting to go through the advertisements for model equipment with Titan radios taking prime position inside the front cover with a 4 channel complete outfit offered for \$375.00. These radios were designed and constructed by Ian McCaughey who is still an active modeller and Treasurer of a club of which I am a member, CKSMAC.



Where it all began –AIRBORNE Vol. 1 – Number 1. Note the slightly different name to later issues.

Another well-known identity, Bob Young of Silvertone radio fame wrote an article about his development and use of what was to become a first and used by (probably) every R/C club, the Silvertone System Keyboard which, while it was a great frequency control guide, was a little more complex than many realised as, in those long forgotten days we had cross phase modulation to consider, drift and tolerance of frequencies, split

frequencies and, the simple problem of the incorrect key in the board (read, crashed model). To help alleviate some problems, Bob's Mark V11 transmitters had a frequency interlock socket, a socket in the T/X where you inserted your frequency key which cut the power to the RF (Radio Frequency) section to prevent your radio being turned on. Modern day modellers might well wonder, "What is a frequency keyboard for?"

Another name well known in the hobby business, Ken Anderson, CEO of The Hobby Headquarters had an article on 'Better Model Boating' in this first issue and he offered assistance to any modeller with an interest in boating.

Quite a good amount of information in this and it is, at this point, I remind modellers, you cannot better a magazine for enjoying, sharing or seeking information about your chosen hobby.

MOVING ON.

The magazine went well for a while until it was probably realised by the owners that it required a lot of work and effort and it began to slip down a bit on presentation until Lyle Bailey and Dave O'Brien took it to task rather than see it fade into obscurity. Unfortunately Dave was killed in an aircraft crash and the magazine, once again, began to collapse until it was rescued for a short time by Ron King and Keith Hudson as temporary keepers of the faith, so to speak until it rose from the ashes when it was taken over by Noel Shennan and his brother Tony. All went well for a while until Tony had an urgent reason to migrate to USA leaving Noel to the task which, really, was too much for one person. Rather than let the magazine slide again, Noel sold it for a negotiable price to Merv and Joan Buckmaster and it began to move onwards and upwards.

Here I will hand over to Merv for his kind offer to use two contributions when he held the reigns and worked full time with his wife, Joan to not only

keep the magazine going but to bring it up to the very high standard it became.

AIRBORNE NUMBER 250 (2013) (from Merv)

"It is probably a good time to recognise how fortunate we have been to live in the AGE OF AVIATION. The first aeronauts were pioneers breaking new ground, just as you do when you launch a new aircraft. From those days of Hargrave's box kites to Branson's plans to set up space tourism, flying things have fascinated the human race.

From that beginning this fascination prompted correspondence between aeronauts and engineers all over the western world, and so began the first aviation newsletters and journals, their contents including the making and flying of miniature aircraft. The early attempts at such publications in Australia, such as Model News, Australian Model Hobbies and Australian Modeller, failed mainly because there was insufficient advertising support from free flight and control line activities, even with cars and boats thrown into the modelling mixture.

That situation changed with the surge in radio control flying. We Aussies are lucky that Dave O'Brien and Lyall Bailey started this magazine back in the early 1970s. The Shennan brothers tried to help when disaster struck with Dave's death. Then in 1976 I was lucky to take over when they had troubles, and we are lucky that John Rogers came along in 1985 to bring the magazine into the 21st century. The task was compounded with the appearance of another magazine, and our favourite sport and hobby has benefited from the efforts of those who persevered with the challenge to continue.

Along the way we have had some international stars of model aviation, with World Champions in Free Flight and Radio Control and so many others who have come close to such acclaim in competitions here and abroad. We have had several World Record holders who have also enhanced the international reputation of Australian modellers.

And we have had our heroes on the business and engineering aspects of our activities. Some have been granted awards of worldwide esteem. Some

have designed world-class engines, mufflers, propellers, radios and accessories for all categories of flying models. We should be thankful to those brave model makers who undertook such commercial enterprises. The stories about some of them were published in the Aero-Modelling Digests from 1990 to 1997. (Draw up your own list: you will be amazed).

Thanks are due also to the many contributors whose diverse talents made AIRBORNE a rich source of information and assistance with their technical columns, plans and reviews covering the whole spectrum of model aviation.

But do not forget those who ran our organisations; the local Clubs and the State and National associations, thus gaining the respect of flyers in full-size aviation, and of the statutory bodies that govern the whole of aviation, and so enabling us to fly with minimal restrictions and with appropriate safety measures. The Club-owned flying fields are testimony to their vision and dedication to a worthy cause.

For nearly forty five years this magazine has been the showcase of all these developments and the people who brought them about, so when you pick up your next copy of AIRBORNE enjoy the revelation of the latest crop of aero-modelling goodies, but also remember the inspiration, enterprise and sheer hard work that has been involved in the establishment of your favourite technical activity, beginning more than seventy years ago, even before AIRBORNE could take off".

MODEL AERO MAGAZINES IN OZ - January 2005

by Merv Buckmaster

- According to Ivor F, the first attempt at a magazine for model aircraft in Australia was 'The Model Aeroplane', edited by Ivor Freshman. It began in December 1931, and ran for 19 issues of about 4 pages.*
- Then in June 1933 came 'Junior Aeronautics' edited by J W Whalley. It ran for twelve months and 7 issues.*
- 'The Model Plane' was next, edited by G Nicholls, from August 1934 to February 1935. This was followed by 'The Model Engineer in*

- Australia and New Zealand', with 38 issues, from November 1935 to February 1939.*
- *During the war such publications were prohibited. Then, in July 1949, Bill Evans' 'Australian Model Hobbies' appeared. It ran for 10 issues.*
 - *A long gap ended in January 1957 when 'Model News', edited by Adrian Bryant in Kyogle, NSW, and 'Australian Aeromodelling, edited by Bob Rose in Victoria, appeared at the same time. Bob stopped after 3 issues, and Russ Hammond took over from Adrian to keep Model News going for nine years to November 1965.*
 - *In January 1968 Ray Smith expanded his slot car magazine to include model aircraft and called it 'The Australian Modeller'. It ceased in August 1969 after 8 issues.*
 - *Then in April 1971 Lyall Bailey and Dave O'Brien produced the first issue of 'Airborne'. Lyall was more a photographer than an editor, while Dave was interested in full size aviation. He was later killed in the crash of a Pitts Special.*
 - *Ron King, paralysed by polio, was co-opted to do much of the magazine work, and when he died in August 1974 Noel and Tony Shennan took over the magazine. Production difficulties reduced the number of issues during the next two years, and when Tony Shennan left Australia about mid 1976, Noel offered the remnants to me.*
 - *I was reluctant to take it on, since I also had a good job and two little girls to provide for. But it was initially just an extension of my hobby, and with good organisation and a very supportive wife, I gradually built up the frequency of publication and increased the content until 1980.*
 - *At that time an allergic type of malady obliged me to quit my professional career, and the magazine became a full time job. Strangely, at that time another model aircraft magazine began to be published from Adelaide, and the competition necessitated a continual improvement in presentation and content of Airborne. I managed to do just that with the co-operation of the extensive network of aeromodelling contacts that I had made, around Australia and around the world, during many years of free flight competition flying,*
- *and committee work with club, state and national model aviation organisations. I engaged some of the best columnists for most of the categories of model aircraft flying.*
 - *For another four years I tried to keep to deadlines, pay the contributors and pay off the bank overdraft. By working at home, which meant Joan and I were always at work, and by attending model aviation events in lieu of holidays, we managed to get the magazine properly established. I included model yachts and radio control cars to add interest, and provide a forum for other types of modellers who did not have a publication for their own interests.*
 - *But a new era of aeromodelling was beginning, and the earlier style of build-before-you-fly was being replaced by ARF. And publishing was to become an adapt-or-die computer game. I was obliged to admit that I was not fit enough to cope with the changes and the extra work involved with them. We were waiting for the opportunity to move to the country, and when John Rogers' model shop was burgled and burnt, we invited him to help us.*
 - *Early in 1985 the arrangement was reversed: the magazine was his and we were the hired hands. At that time we moved to a small property, Barinore, near Benalla, and it is really for John to write the story that follows. He continued the battle to keep the magazine going, and built up quite a team using computers, while our input decreased.*
 - *When he first took over he would drive up to Barinore to collect the paste-up and take it back to the Airborne office to be completed and sent to the printers. Then in what seemed a short time we were sending just a floppy disc to the Tullamarine HQ. The pages blossomed into glossy full colour, and we could only be amazed at the transformation.*
 - *You, the readers, are lucky that I was able to get the magazine properly established, and lucky that there was someone with the ability and foresight to bring it into the computer age.*
 - *I was lucky to find some of the best contributors in model aviation, and to get encouragement from some of the very best modeller-editors overseas such as Ron Moulton of AeroModeller,*

Bill Winter of Model Aviation and Bill Northrop of Model Builder.

- *For me the most impressive aspect of the twenty-two years working for Airborne was the international network of trust and appreciation from aeromodellers of all categories, in countries wherever English is used. After more than fifty years as an aeromodeller I am still busy designing, building and flying, and I read everything in Airborne with pleasure.*



The last issue of Airborne – good for many years, tapered off a bit in the run down.

MY TWO CENTS WORTH.

Sometime in late 1979 I (Brian) presented a lecture/demonstration to the members of The Sydney Society of Model Engineers on the subject of soldering (a subject dear to my heart) and showed how (almost) any metal could be soldered together or to each other including stainless steel and aluminium. I was, at the time, a full time lecturer at the Police Academy and knew full well that recipients recall around a maximum of 10% of what they hear in a lecture so all lectures should be backed with complete written and illustrated (where applicable) lesson notes which I supplied to

the Society members. Apparently someone sent a copy of my notes to Merv and he saw value in them as a magazine article so he contacted me (by letter- aka 'snail mail' in those days) and offered me a very friendly sum (at the time) if I gave permission to use it. Hey, a few extra dollars in those days (buying a house etc) [any days, really] was worth every cent so, why not? The feedback from readers was very positive so Merv then offered a position as sub editor/contributor on a monthly basis; my tasks included reading and answering letters from readers about various modelling topics and composing an article with a strong leaning towards the pointy end of model aircraft wherein an engine is located. This required a considerable effort as all written material (including letters to readers) was typewritten on a manual typewriter and as it was before colour, all photos were in monochrome (aka black and white). The usual procedure with B&W film was to take it to your local chemist or camera shop if there was one in your area. A week or so and your film was developed and the photos printed and it was then you saw that some were not as good as you expected so, another roll of film and the procedure was repeated. Fortunately I had been involved in photography for quite a few years; I had a couple of good cameras and I did my own processing but... that still took a lot of time with many hours (often late hours) spent in the darkroom developing film and printing photos.

Over the following years I had quite a few interesting moments with some readers and, the most opportune, a run in with the famous Tony Farnan, owner of Model Engines and importer of O.S. Engines. We were (my wife and I) taking a trip up through Queensland and stopped for a break right outside Ron and Bruce de Chastel's model shop (by odd coincidence...HoHo) and went in for a browse. In the engine showcase was the just released O.S. 60 FS – the open rocker four stroke being the first of its kind so, naturally, I had to examine it and, in doing so my right hand somehow slipped into my back pocket and withdrew my wallet. Several weeks later when we came back home I spent a few pleasant hours with the engine and decided to see what made it tick. As was common engineering practice, when I removed the valve circlips I discarded them (shouldn't re-use spring circlips but that really applies to large engine

practice – not our small engines). I checked all the parts of the engine, took a few photos and began to re-assemble it. Then I hit a hurdle – the circlips were bastard size (correct engineering term for odd size or style) - nothing in my circlips collection went near the size. Okay, bite the bullet and buy some from the model shop near where I worked at the time. The model shop proprietor told me I would have to buy the entire valve assembly as the circlips were sold separately. The valve assembly would cost \$22 and I would need two - \$44...a lot of money that I was not prepared to cough up. Sometimes the good luck fairy does shine on your birthday cake as I decided to make the circlips hoping I could replicate the correct size and, when I picked up the haemostats I had left on the bench – the ones I used to remove the circlips – there was a circlip magnetically attached to the jaws. I had intended to de-magnetise that haemostat for some time but now I had second thoughts...and a warm feeling. Referring to the sample I made a few circlips from silver steel, hardened them, fitted them and they are still in place after many hours of running. I wrote a sort of review of the engine, mentioned the need to be extra careful to retain the circlips and reencountered my experience at the hobby shop. When the magazine was distributed, all Hell broke loose. Tony Farnan jumped up and down on the spot many times yelling at the editor (Merv) about how much money he spent on advertising O.S engines and the 100% spares backup he kept in stock and here was the engine columnist of the magazine writing about the problems he had. Merv rang me (the loss of advertising was a serious matter) so I rang Tony Farnan. He was certainly not a happy chappie and gave me a great tirade about how much money he had invested in spare parts and that the circlips were freely available in great numbers. When he paused for a breath I jumped in with, “well, maybe you might let the retailers know as much as that was not the impression I got.” He asked who the retailer was and, when I told him, there was dead silence for a fair time. In a much quieter tone he told me I had solved a problem for him. He knew somebody was back-dooring O.S. engines (bringing them in from an overseas outlet rather than through his agency) and now he knew the culprit as the shop owner was not on his customer list. He then said he would send me an O.S engine (.20 two

stroke) to review as a test to see how I could carry out the project and that was the start of my engine testing and reviewing program leading to, currently, 350 engine tests so far. As a side note, the next week Model Engines sent me 6 packs of circlips, Bob Young sent another dozen (he had a model shop at the time) and, finally, O.S. Japan sent a dozen.

PEOPLE YOU MEET IN PASSING.

Over the years (38 to now) I met a lot of modellers and had contact with many by mail, phone and then Email. Some were characters, some were a bit strange and some were outright rude. However, I must point out that the objectionable ones are in the minority as the great majority of modellers with whom I have contact in one way or another are top people – a pleasure to know and with whom to mingle. One interesting character who was a great fan of the magazine (and my articles) was The Red Baron – owner of a model shop on the north side of the Harbour Bridge (Sydney NSW) and his foibles were well known by the general modelling community with whom he came into



The Red Baron's advertisement in the January 1982 Edition of Airborne and I have indicated his offer of 'Including more flying stories as well as special deals on model kits and accessories.' Them were the days – not much chance of similar these days.

contact. His real name was Stewart Leon Harris and a great 'bloke' he was. His small shop was down a lane in the shopping centre but you couldn't miss it if you followed the smoke. Stewart was an inveterate chain smoker – I never saw him without a cigarette in his mouth or about to be put into his mouth. Stuart was a Spitfire pilot during WW11 and I think he never recovered from the armistice

which finished his beloved Spitfire flying. He retained his large handlebar moustache, spoke with a clipped English accent, everything was 'pip pip', 'tallyho' and 'old chap' etc. when you entered his shop. He advertised model requirements which included flying stories (about the war flying) and the many combats and narrow escapes he had while the never ending cigarette supply was filling the shop with fumes. On the counter he had a huge ashtray – the size of a large dinner plate – and regulars to the shop kept a book (actually accepting bets) on the height of the cigarette ash residue at the close of the shopping day. I don't know the highest recorded but I do know that one winning bet was 12" (300mm) – a Mt Kilimanjaro of white and grey ash. He had two passions – one being compiling an 8mm film about Spitfires which included many clips he 'borrowed' from professional presentations and he scoffed at my warning of legal considerations for copyright infringements saying that he would swear he recorded all the material himself during his term as a combat flier. The fact that a fair bit of his film was 'borrowed' from such epics as The Battle of Britain, Sound Barrier and the likes was considered fair game as he was a 'real' Spitfire pilot and had earned the right to use the film production clips. His other great passion was building and flying models of the Spitfire in many sizes – probably not with great skill but he kept building and flying them with the models getting larger as he progressed. I had carried out a fair bit of engine repair work for him (he crashed many models) and machined up a few spinner adaptors and the like but I shied away from one job he requested. He had an Enya 120 he was fitting in a new model (Spitfire of course) and he was going to mount it way back in the cowl so he could achieve a scale appearance (no cut outs for the engine). He wanted me to machine up a stainless steel shaft extension 7" (177 mm) the thought of which made me shudder. I told him it was not feasible without a long and solid engine mount with a pillow block bearing support for the extreme end and a form of flexible connection to the engine – a big project and I was not prepared to take the project on due to the possible dangers of use by the end user. He had some other model engineer do the job – a straight 12.7mm diameter stainless steel shaft with an internal thread for the engine shaft and an external thread for the

propeller nut – the full 177mm long. Another modeller who flew at the same club as Stuart told me about the 'great evacuation' at the club field when the engine was started. He said a humming sound was heard that developed into a roaring sound as the propeller began to oscillate and the cowl began to disintegrate. The action increased dramatically with bits of model and metal flying in all directions which had the effect of all the modellers (and Stuart) leaving the area at a great rate as this roaring beast pounded around the pit area chewing up other models and the very earth on which it stood until the gathering forces tore the engine free from its restraint in the model and the devilish machine flew unaided until the engine expired and returned to the earth. The extension shaft was bent at around 90°, the engine shaft was fractured almost to the point of breaking and all external attachments, (carburettor and muffler etc.) had been torn off the engine block. What remained of the engine became a paper weight on the shop counter as a warning that extension shafts on engines were not a good idea.

The cigarettes finally won the battle and Stuart shuffled off, hopefully to be with some of the Spitfires he crashed that might be in another non worldly place and the pathologist who conducted the autopsy told me his lungs were like an old piece of parchment that had lain exposed to weather for many years.

I have had a number of critics over the years with some being almost to the point of being amusingly ridiculous with one prime example of a 'character' who read one of my articles about model diesel engines. This kind soul claimed to be a 'diesel engineer' which gave him the right to dispute the fact that there was a model diesel engine. According to him a model engine would never cope with the stresses of diesel operation and a fuel injector could never be manufactured small enough for the size of the small engine I wrote about. I replied in the next magazine (nicely, of course) and included a photo of a DC Dart with a capacity of .5cc...He didn't make further comment.

The 'professors' are the one who bother me most as, surely, they are making an erroneous claim to their supposed doctorate. One such poured his

wrath on Merv (editor) for him allowing me to say that copper is annealed by heating and quenching in water when it is a well-known fact that heating alone is enough to anneal the metal. The fact that copper is a base metal and a pure metal (not an alloy) and one of its desirable qualities is how soft it can be when heated (to green flame) and quenched in cold water. My reply was succinct in that I felt sure several million departed coppersmiths must be turning in their graves with the concern that they were incorrect in their annealing process all their working life. Another 'professor' of Automotive Technology jumped up and down on the spot when I wrote about an engine that had an Aspin head driven by a toothed timing belt. According to him it was absolutely impossible to operate an Aspin head with a belt drive. (An Aspin head is a conical disc with one hole in it inside the cylinder head that rotates –timed – to open the inlet, plug and exhaust in turn for fuel induction, firing, and exhaust). When Merv rang me about this 'dispute' I told him the Webra company in Germany would, no doubt, be very upset to know that their Webra T4 (with an Aspin head) of which many had been produced and sold was a flight of fancy as it could not work. I included a photo of a Webra T4 in my next article but the 'professor' had, apparently, gone to ground as nothing more was said.

One personal contact I had was during the period when most modellers were changing over to synthetic oil away from the gooey castor. The first synthetics were excellent except for one simple problem – they foamed quite readily and this caused a few problems, particularly when propellers were out of balance or engine mounts were a bit light on causing excess vibration. After a while an anti-foaming chemical added to the fuel solved the problems but, before that, I advised (in an article) to spray a squirt of AmorAll (car upholstery conditioner) ACROSS the top of a four litre bottle of fuel so that a couple of micro drops would fall into the fuel. The silicone in the ArmorAll would change the surface tension of the fuel and prevent foaming. The key phrase was 'ACROSS the top of the container' as a micro drop or two was all that was required. At a country event where I went to take photos, a character sidled up to me and said, "So, you're Brian Winch are you?" "Last time

I looked in a mirror that appeared to be correct," I replied. "You owe me 10 litres of fuel," was his next exciting statement. He went on to tell me he read what I said about the foaming fuel remedy so he purchased a bottle of ArmorAll but, as he had no need for it otherwise, rather than the squirt across the top of the fuel, he poured the ENTIRE bottle into the fuel container and it promptly sank to the bottom. I thought to myself, 'this bloke has lost a wheel off his unicycle'. I asked if he read that I recommended a couple of micro drops did the job and he said that I would have wasted his money (I would have?) because he had to buy a bottle of the stuff so I should have made arrangements for small amounts to be purchased. I told him that the fuel could be reclaimed and, when he found the wheel of his unicycle the method would be revealed to him. I left him scratching his wooden head.

There is a lot of work involved in preparing and writing a monthly column plus taking photos and, without whining about it, the pay is not what you would call munificent. Part of the agreement (contact?) is that a regular contributor agrees to answer questions and the like from readers which, generally I enjoy. However, some tend to twist my knickers when the caller (phone call) starts off with, "I don't buy or read the magazine but (somebody) told me that you will answer questions about engines (etc.)." I then explain that my service is part of the magazine purchase and ask why the person doesn't buy or read the magazine. The reply is along the lines of, "it is generally full of bullshit that I know all about anyway" or "I know enough about modelling to tell the writers about it." My general FRIENDLY reply is that the answer to his question can be found in page X of magazine ZZ and that, as far as I am concerned, is the end to the conversation.

DAWN OF A NEW ERA

When the owner of AIRBORNE turned the printing press off at issue 274 after 46 years, a lot of people were mightily upset. One in particular was Andrew Sill of Sill Marketing. Andrew is deeply involved in aeromodelling and wrote an article under the logo of 3D DAVE in the magazine. He had been offered the rights and ownership of Airborne previously but the asking price was astronomical – way beyond what it was worth as a paying project.

When the end was finally considered by the owner, he again offered it to Andrew and still put an incredibly high price on the deal. Andrew said he would negotiate the asking price and then asked how much money was involved in the paid up subscriptions. The reply was that he would not get that money – the owner was keeping it so...deal not done and the magazine died a painful death. Andrew contacted me (we had had previous contact on other matters) and said that modellers should not be left without a magazine (RCMNews' future was undecided at the time) and was considering a new and different type of production – would I come onboard? I told him I would write articles and provide a bit of background assistance if required but I was not open to taking on the production of a magazine as my workload was more than I could cope with most of the time. He said he mainly wanted me to write a lead article (and soft talked me with various compliments - silver tongued bugger that he is) and that he would pay me on receipt of my invoice (a little problem I had over the years with the previous magazine owner). I agreed on one condition and that was that he received and produced my photos at full value. To clarify that, some time back Ken Anderson, CEO of The Hobby Headquarters kindly and tactfully offered the services of the photographer who did all his advertising work. When I asked why the offer he said that my photos of the Saito engines in the magazine could have been of better quality. I made an appointment to see him the next day and discuss the matter and, when I arrived at his office, I spread out selections of photos I had taken of the engines. He was taken aback as the photos were of very high quality, far beyond that of those in the magazine and I told him it was not my photos that were the problem, it was the method of reproduction by the editor. As I said to him, "I have one camera that cost over \$6,000 (with lenses) and it is capable of producing photos in the range of 6 to 7MB but the editor/owner cannot understand the programs used for transmission of photos (DropBox, We Transfer and the like) so he insists I send them by Email at kilobyte value (much less than the quality of a cheap cell phone photo)". Words were later exchanged between Ken and the owner and... the reproduction improved...just a little.



One example of the photo quality reproduction as the header for my WINCH REPORT articles.

Andrew said he would want nothing less and that he guaranteed the photos in the magazine would be of the best quality possible so...I commenced preparing my first article under the logo of (Andrew's choice) The Winch Report in our latest and great magazine, **FLATOUT RC**. We decided to publish it quarterly as a test as magazine production is very time consuming and damned expensive. Most of the cost is covered by advertisements but this is not an easy path. Model Engines closed the doors and many other model outlets were unsure or could not afford to advertise so the majority of the cost had to be absorbed by Andrew. Mike O'Reilly (OMP) could



Another example of good photographic reproduction in the magazine and an example of the topic range.

see the value in a printed magazine so he 'came onboard' as is said, and is providing very good backing. It is difficult to advertise a magazine if you don't have a magazine in which to place an advertisement so sales have been due to word of mouth so far but...all is getting better and better

(not much money in it so far) and the 5th edition is now in production.



The new 'kid' on the block deserves a place in every modeller's library and is great for 'loobrary' reading.

As I said previously, magazines help to keep our great hobby alive, allow you to interact with likeminded people, keep in touch with the latest trends, give you the opportunity to present your findings and photos of your models, promote club

activities, keep you up to date with new products and are great to read in the 'loobrary' (my name for you know where). Andrew is looking for articles from YOU – the modeller, would be extremely pleased if you subscribed to the magazine (believe me – it would help a lot as postage cost is very high until you reach a number to allow for 'posting as a periodical') or, at the very least, pick up a copy from your local newsagent. Let's keep this magazine alive and healthy – it is up to you and, I am sure, you won't be disappointed.

To see what it is all about, click on the following : <http://www.flatoutrc.com.au/> and if you are interested in engine reviews (part of my article service), click on <http://www.youtube.com/user/BrianOilyEngines> now get cracking and join us in the pages of FLATOUT RC.

My contact is oilyhand@bigpond.net.au if you have the need and my name is Brian Winch.



The current multi rotor interest (aka incorrectly called 'drones') is well catered for with reviews of the latest models and articles on the races.

Upcoming Events

Gosford City Aeromodellers Club 2018 Regular Events - All Welcome

Electric Float Planes



GCAC has a freshwater float plane site in the Mt Penang complex at Kariong

7 to 11am, \$5 to fly.

Saturday August 4th
Saturday August 25th
Saturday September 8th
Saturday September 15th
Saturday September 29th
Saturday October 20th
Saturday November 10th

Indoor Flying

Niagara Park Stadium,
Narara Valley Drive, Niagara Park

\$15 for an afternoon of indoor fun
in two combined basketball courts

Sunday July 15th 12-4pm
Sunday August 19th 12-4pm
Sunday October 21st 12-4pm
Sunday November 18th 12-4pm

GCAC is an MAAA Club
All Members Welcome

See www.gcac.org.au,
email secretary@gcac.org.au or call Jaz Cooper on 0411 053339 for more information





Millennium Cup dates for 2018

September 22 & 23

Round 4 Gloucester

October 21

Round 5 Maddens Plains

November 11

Round 6 Shoalhaven

* = awaiting confirmation of dates

Millennium Cup Committee contact details:

Les Morris - carolandles@optusnet.com.au

Fred Lodden - felodden@hotmail.com

Paul Gibson - piglytoo@gmail.com

Doug Lacey - doug1947@bigpond.com



Cowra MAC Cordially Invites You to Oily Hand
2018

24th, 25th & 26th August

Open the information brochure below

[Oily Hand Brochure 2018](#)

View footage from past events on

[Oily Hand - YouTube](#)



PYLON RACING

SUNDAY 23 SEPTEMBER 2018 at "ARTHURSLEIGH" MARULAN

Pilot briefing 9:00am Sunday

Practice and sports flying Saturday 22 September

Entrants must have current MAAA membership

Entrants and callers must bring hard hats

Fuel supplied on race day

Accommodation, camping, showers, cooking and Bar-B-Q facilities at field, or Ali's Motel Tavern and Restaurant at Marulan Ph 48411330

This is a private field and only available on the advertised dates
Please contact organisers for directions.

FURTHER 2018 DATES

Marulan, TBA (Usually second half Nov)

Large Scale, Canberra 20/21 October

DUE TO THE UNSUITABILITY OF THE NOWRA FIELD FOLLOWING THE INSTALLATION OF THE HORSE TRACKING EQUIPMENT WE WILL BE MOVEING THE NOWRA DATES TO MARULAN OR IF AVAILABLE, OTHER VENUES

Q500

F400

F3D

F3T

E500

Other classes depending on numbers Please contact organisers to register New racers always welcome

NSW PYLON RACING
CLUB INC.
www.nswpylon.org

Peter Kerney
0407 013 230
pkerney@nswpylon.org

WAGGA MODEL AERO CLUB



LONG WEEKEND SEPTEMBER 29th-30th 2018

WE LOOK FORWARD TO SEEING YOU HERE

SCALE RALLY WEEKEND

SCALE AND STAND OFF SCALE MODELS WELCOME

ALL PILOTS

TO HAVE CURRENT MAAA MEMBERSHIP CARDS

A SINGLE \$25 ENTRY FEE

COVERS BOTH FLYING AND SWAP & SELL PARTICIPATION.

CAMPING

**AVAILABLE AT THE FIELD. \$15 PER NIGHT. HOT SHOWERS AND TOILETS.
NON POWERED SITES ONLY.**

CANTEEN

WILL OPERATE ON BOTH DAYS. HOT FOOD AND DRINKS.

SWAP & SELL

BRING YOUR OWN TABLE OR TENT OR SELL FROM YOUR CAR.

NOTICE BOARD AVAILABLE TO LIST ITEMS OR YOUR PROMOTIONAL POSTER

ENTRY FORMS AND PAYMENT DETAILS

AVAILABLE ON THE CLUB WEBSITE AT waggamac.org.au FROM MAY 30 2018.

CONTACTS

TONY McATAMNEY Ph. 0417294748 OR 02 69331388 maccat4@bigpond.com

BRIAN THOMSON Ph. 02 69223941 briandt_99@bigpond.com



F1 National Air Race Championship

Sat 20th and Sun 21st October 2018



Formula 1, Formula 2, Red Bull, AT6 Texan, Reno, Golden Era
Sat night dinner at the field, on field Camping or local
Hotels

Australian Large Scale Pylon Racing: www.facebook.com/groups/LSRCA/

Contact: Jeremy Randle 0418 390 446 airracecanberra@gmail.com

3rd Annual Australian F5J Trophy



The Australian perpetual F5J trophy 3rd annual event is to be held at the NSW State Field Cootamundra
Presented by the AEFA in conjunction with the LSF Australia

Two days of flying 3-4 November 2018

Note - This event is part of the team selection trial for the 2019

F5J World Championship - but only those who nominate as aspirants are affected



Open F5J

up to 4.0m class

First prize:
100W Powerful Charger
AP640 - Value \$250
www.hyperionaustralia.com.au



Limited F5J Trophy

up to 2.6m class

First prize:
Spektrum DX8e Tx
Value - \$300
www.modelflight.com.au



Other Sponsors:

flyelectric.com www.flyelectric.com
Sky Soaring Robots www.skyrob.com
AEFA www.aefanet.com
Dave's Toys and Modelflight will also donate items

Product types distributed to Participants:

Electric Motors LiPo Batteries
Battery Checkers Folding prop blades
Prop adapters Speed Controllers
Servos Spinners

Special Feature: More seminars by the 2nd F5J team that competed in Slovakia.
Learn about their overseas experiences and prepare for the World Championships

Pre-registration required - Entries close 27 October - see the AEFA web site for a registration form:

www.aefanet.com

Prizes for placegetters - and a give-away of products by draw from the hat - \$50 entry fee
Data loggers available for loan - just bring your electric glider. Food available on the field.
Camping free - toilets and hot shower provided.



*At the Eleventh hour
On the Eleventh day
Of the Eleventh month
1918*

The Armistice was signed and World War 1 was over.



*At the Eleventh hour
On the Eleventh day
Of the Eleventh month
2018*

*The South Hummocks MAC in conjunction with the
Scale Aircraft Society of South Australia and Model Aerospots South
Australia will be commemorating the
100th Anniversary of this historic event by inviting all MAAA members to
participate in a*

Dawn Patrol

We are in the early planning stages at the moment but if you think you might be interested in attending, dates 10-11 November 2018, please email me at sthummocks@bigpond.com Below is a list of things that we are planning and as more is finalised, more will be posted.

A little more information on what we propose to be doing on the weekend 10-11 November 2018.

The aircraft eligible to fly at this event are any World War I aircraft. Any size. Any type. Any power plant and Any control method. That means, Radio Control, Control Line and Freeflight.

The field will be open from the morning of 08 November 2018 to set up caravans, tents and models. You might even want to get some flying done.

Saturday will be a day of general flying with a small 2 round Combat competition for .25 size or equivalent size electric WWI aircraft using streamers.

A BBQ lunch will be available at a small fee both Saturday and Sunday. We are hoping to have a catered dinner Saturday evening, cost to be advised, that will be run as a pseudo Military Dining-In Night. So if you are Military/Ex-Military, Para-military and you have a Mess Kit or Uniform, please wear it otherwise the dress for dinner will be smart casual.

Sunday will start with a very early breakfast then the Dawn Patrol flight and all WWI aircraft are eligible. Take-off time will be either at dawn or sunrise, depending on how dark it is. There will be a minutes silence observed at 11am and the Ode will be read. The rest of the day will be general flying with possible skirmishes as to the pilots whims. We also hope to have a bugle player sounding calls at appropriate times over the weekend.

We will have the use of the MASA PA system and over the course of the weekend there will be music and songs of the era played and we will have readings of soldiers letters home, personal diaries and snippets of Unit Histories over the PA. We ask that anyone attending who would like to participate in these readings do so, particularly if you have letters or diaries of family members that were involved in WWI.

There will be a couple of raffles run over the weekend as well.

We will be setting up a small theatre and showing WWI movies and dressing the place up with WWI memorabilia. Why not dress up in period dress or uniforms yourselves.

Our field has Ladies and Gents toilets, Unisex Hot shower, Kitchen facilities, BBQ, Mains water and Generator Electricity. We have plenty of shed space so you can store your assembled models overnight.

If camping is not your thing, there are motels and caravan parks at Balaklava and Port Wakefield. Both towns are close to the field. If you have a trailer you can store it at the field.


This event has the makings of being a fantastic weekend commemorating an historical day, not only for Australia but for the world, and if you want to stay a little longer then that won't be a problem.

INVITATIONAL SCALE CLASSIC

NSW STATE FLYING COOTAMUNDRA

Wed. 14th. -- Sun. 18th November




 Masters



 Expert



 Pro-Expert



 Team



 Flying Only

Camping at the field - Toilets / Hot Showers

Saturday Gala Prize Night & Presentation

Contact :- Cheryl Rolfe

cheza1954@iprimus.com.au

DOWNUNDER 2018

**WAGGA MODEL AERO CLUB
PRESENTS
46TH ANNUAL
MILITARY SCALE
COMPETITION**

Bring the family for a great day out!



**FRIDAY, SATURDAY & SUNDAY
26TH 27TH & 28TH APRIL 2019**

**SCALE RADIO CONTROLLED MODELS
FLYING FROM 9.00AM – 4.30PM**

DAILY CANTEEN FACILITIES

**NON POWERED CAMPING SITES
SHOWER AND TOILET FACILITIES**

ONLINE PRE REGISTRATION AVAILABLE (PREFERRED)

15KMS SOUTH OF WAGGA ON THE OLYMPIC HWY

More information is available on our website at WWW.WAGGAMAC.ORG

Deadline for submissions to Newsletter #410 (August 2018) is Friday 24th August 2018.

*Please forward any changes of mail or email address together with your
AUS Number directly to the Registrar.*

dave.lewis@internode.on.net



RCM NEWS

RC FLYING DOWN UNDER
Issue 409 - August 2018 Price \$5.95

- Futaba 16 (Part 2)
- Futaba GTA 660 Gyro (Part 2)
- Grainger M2-24 Update

EXTREME ZONE

- ROC Hobby Viper EDF
- FMS Hawk EDF
- FMS FA 18 Super Hornet EDF

PLUS ALL OF OUR REGULAR COLUMNS

PUBLISHED 4 TIMES A YEAR - NOW AVAILABLE BY INDIVIDUAL ISSUE SUBSCRIPTION

RCM News Magazine print edition

As we follow the world-wide trend back to building, due to one sided distribution policy and reducing ad revenues this magazine is no longer available at Newsagents. Readers used to flicking through the pages before deciding to purchase can check out sample shots on our website or subscribe to a free email

newsletter. Our digital copy replicates the print edition and it downloads to your device. Anyone concern about subscribing after losing their money after Airborne magazine closed, a single issue subscription is available. It can auto renew if desired and you can cancel anytime.

Anyone with doubts about the buying over the internet, we still do credit card over the phone. Hasn't been a problem since 1991. Still have a PO Box and fax machine too! Details on my website.


Stephen Green
 Publisher/Editor
www.rcmnews.com