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Safe to say this year is a write off in many ways especially racing, though it does give everyone a chance to get some work done either fine tuning or making a few minor mods (within the rules) to get that little bit closer to that guy who was always that little bit faster.

I myself prefer to make use of a well-known Aussie tradition of good banter, already laying the foundations with Greeny should he rock up at the next race meet with something competitive speed wise.

On another note, I've been enjoying playing with non-racing aircraft including an old school trainer, a couple of aerobatic toys, a model Ultra light and a few control liners.

As much as I love racing it's important to remember every other aspect we enjoy in aeromodelling and to get out there and play with the rest of the toys too. In the mean time I'll be here looking forward to a little normality returning with being able to go racing next year.



Round three Vic State Field Melbourne 2019 (Keith Quigg pic)

MY FIRST RACE BY KEITH QUIGG

Go fast, turn left they said – you would have a blast they said.....

Well, turns out “they” were right on all accounts. If you want to try a different slant on your aeromodelling, you must break into the pylon crowd, and by that I mean the large-scale air racing. For several years, large scale air racing has been part of the Victorian and NSW flying calendars but as I type these words, Melbourne is in the midst of a mind-numbing lockdown thanks to the dreadful COVID-19 virus. To even contemplate flying our model aircraft at the moment is at least a six week look ahead program and even that remains overly optimistic, so to be writing about a flying event becomes a remarkable therapeutic exercise.

The last racing event at the Victorian State Field (Northern Flying Group) saw a group of some 30 pilots racing together over the entire weekend. It is a busy schedule with little time between events if you fly two or more classes, usually five rounds flown in each event. If you are contemplating entering a few classes, you would be advised to limit



One of the two integrated pylon light timing scoring systems built by host club Northern Flying Group
(Keith Quigg pic)

it to just two, as you will be very busy. Plus, two categories will mean you have a back up should the skies become too crowded and airframes meet at the pylons.

I’ve been racing a venerable Seagull Models Cassutt racer with a superb DLE 61 up front for the 60 cc F1 class and an equally capable Seagull Models Nemesis for the 35 cc F2 class running the DLE 35RA. Whilst the



Keith’s Seagull Models Cassutt was one of the eleven Formula Ones *(Keith Quigg pic)*



DLE 60



DLE 35

Cassutt is an acquired taste to fly, the Nemesis ticks all the boxes for being an ideal entry level plane as well as being a very competitive airframe with the right prop combination. With a little surgery, it can be upgraded to accept the 60 cc engines for F1 and is now the accepted “standard” for that class as well. Consistency is the name of the game though and being able to go fast is not the only set-in-stone criteria. Smooth flying, reliable engines, timing, a caller who knows the game and of course, a modicum of luck all blend in to bring in the final result.

Rules apply naturally, but they are relatively few and well laid out before the event. If it does not look like you can accept the rules, then it’s probably best not to enter. Large scale air races are well-run events with safety being paramount and the fun factor being a major and lasting part of it. Keep an eye out for some upcoming publications regarding when the racing will hit the skies once again.

A LIFELONG PASSION BY STEPHEN GREEN

Articles about Bakersfield in 1970s USA RC magazines sparked my life long interest in the little darlings of aviation, Goodyear and



Eager to race his 60cc F1 and 35cc F2 again



DA 50 in a Sundowner. Great looking plane but gets a bit through a tight turn



El President's nose art gave me an excellent idea might be possible although subjecting myself to being interviewed by the constabulary on the way up and back is a consideration. Crossing it might still be a problem. Short of both us gearing up the models and flying them across the Murray River looks like it remains here for the duration. Like Byron and I'm guessing many of you are plugging away on a few non racing projects as well. Hankering to build something after spending quite a few years screwing big engines into ARFs, having done the calculations on Lil Misty at 35% scale thoughts of doing a 42% version. Which is the size they race in USA and I've ordered a set of foam cores for a 4.5 metre Foka scale glider and a set of cores for the racer.

F1 aeroplanes. The engine for my F1 Nemesis is on the shelf ready for the airframe. Getting it is a problem. It is in NSW. Byron Simpson has it in his workshop. Alas it's not in a carton otherwise it could be shipped. Byron has been busy getting a few non racing projects flying of late. One of them sitting in my hangar. After cramming all my models and re arranging my workshop into 12 square metres at Kennards his Cessna Agwagon took up more room than anticipated. It kept getting in the way. Motivated by the thoughts of endless ribbing should I poke a hole in the thing or heaven forbid knock off a Festo fitting it is now pride of place, front and centre, away from the balsa rack. Each time the hangar door is opened now I have to look at his Cessna styled low wing Super Cub. (A Piper Pawnee uses Super Cub wings. ED).

When Melbourne and Mitchell Shire come out of lock down a trip to the NSW border

Before I get started on anything new there are a couple of my Dad's Golden Era in-line



How long do I have to stare at this thing?



Big engine in a Nemesis extensively flight tested



RCGF 60

models begging to be geared up and flown. Dad built Mr Smoothie for Adelaide Golden Era as back up to his very successful Miles Hawk Speed 6.

The distinctive shape and retracts were a key part as it reduces the chance of a pylon marshall awarding a cut to the wrong model. Usually a Mew Gull with the odd Miles Hawk thrown in. Consistently doing 250 kph down the straight at Cobram on hot days I took it to Adelaide. Took me a few rounds to figure how tight to turn it. Pipe from one



Lil Misty

Bisson muffler fell out and I cooked the rear cylinder. It's sitting there plus an F100 Super Sabre waiting to be completed but I'm just a little bit over complicated aeroplanes at the moment. In addition to racing I could fly Mr Smoothie in a scale competition or fly ins. When Wayne Jones (foam cutter man) informed me his machine will only do a 520mm wing chord that was that.

The DA 85 is going into the Miles Hawk Speed 6. The model was ready to fly for Adelaide a few years back but the change



Gear doors blow off exceeding 250kph (Ross Felix pic)



Enough parts left for one more go

HOW TO RUN A RALLY

By David Bishop
(Sevenoaks M.F.C.)

Below: one way to attract attention to your rally. Local press can always use photographs like this one, which always gain attention.



THINKING of running a radio control rally? Well, if you are prepared to do plenty of hard work and have a team of about twenty helpers in your Club, here is one way to go about it.

The first thing is to get a decent flying field—you must have plenty of space available for visitors and cars. Try writing to your local Council to see if you can have the local recreation field to hire for the whole day, and an idea is to ask the Chairman of the Council, or Mayor of your town (or whatever official) if he would please present the prizes at the end of the day. Do this well in advance.

One thing you must make up your mind about is to try and have a friendly meeting as against a severe serious competition and if you adopt that attitude I think you will have more success. Prizes—well, buy good silver Cups and don't make them of the

Above: continuous use of P.A. system to inform spectators of happenings is all important. Here our author takes a turn at the microphone.

Challenge type (which the winner will only hold for, say, one year) but let the winners have them for keeps. Settle on the amount of money you will spend in expenses, something like say £50 and then all you have to do is get £50 back.

Letting the people know what it is all about, and when, involves publicity and the type of thing that gets noticed are pretty girls posing in mini-skirts (or bikinis!) with a nicely made aeroplane. The way to go about this is to contact the local press and tell them that their main opposition will be at a certain Hall where a girl will be posing, with a model plane, which should make for a good front page splash on their paper. This usually works and you can then go to the opposition and tell them that their rival is coming to

Social morays may change but racing hasn't (*Radio Control Manual No 3*)



England sixty years ago

of the power loading rule was such that removing the lead sheet sandwiched into the fuselage sides would destroy the model. The project shelved, now gearing it up to see how it performs. Our first Hawks had symmetrical aerobatic aerofoils. Dad built another version of the bigger 32 foot wing variant.



Hard to believe that was twenty three years ago Which turned on a dime. This one uses the standard 28 foot wing planform with a slick lifting section with a four flap wing.

MY BEST EVER AIR RACE

Making the final with the slowest model at the inaugural Adelaide Golden Era inline with my red and cream Hawk Speed six was great. At the inaugural 1997 Yarra Valley event a change of prop saw my sluggish Hawk "Slow" Speed Six suddenly on the pace. Engine RPM way up, vibration was too. I spent five heats learning and repairing what bits fell off and ten years later the few wingspans separating Brendan Annette's and my Texan at Adelaide lap after lap over five rounds makes that my number one race. So closely matched a tiny mistake saw the other's plane inch away ever so slightly. Getting it back was up to the other to make a small error. Didn't get anywhere in the overall scheme of things but man that was intense racing. Fun as.

BEST RACE WITNESSED?

That's a toss up. Byron's P-40, Richard Mudge's Spitfire and Michael Lynch Corsair at Cobram was a pearler. Didn't end well for Mudgee or the Number one pylon. That's why I always carried back up lap counters in



Little Cat with her Little Cat



Midwest and CM Pro Texan - Little Cats 1 and 2



Brendan Anette lands the Team Dizzy AT-6



6.35kg CM Pro Texan Little Cat 3



My son and caller Lachlan with Brendan



6.35 kg Seagull Texan 120 Little Cat 4

case someone took out the scoring system. The Shepparton boys Texan grudge match was a beauty too. The five plane Reno final trialled there was up there but the best spectacle was the five plane final at Sandown. Man I would have loved to have raced in that.

MOST SPECTACULAR

Was the two F1s coming together, also at Sandown. In PR terms that was a hoot. When that confettie floated down into the grandstand and kids started doing crowd catches that was brilliant. Money cannot buy that publicity and you couldn't script it if you tried. I still cannot thank one of the protagonists enough for obliterating the number one RCM News advertiser in that race.

In terms of spectacular but everyone feeling for those involved, number one would have to be the Zlin hitting a Sparrowhawk as it



rounded number one. New to pylon racing the Zlin flier cut early. Smack. Right in the canopy. Ninety degrees to the flight path. Nothing left. Pretty bad. Spectacular sure but none of these racing incidents involved a breakdown in safety.

RACE CRAFT

Mid airs really don't happen all that often. Usually it's when the red mist comes down and keeping a close eye on separation gets thrown out the window to go racing. When in doubt or when approaching a corner go for a little daylight in the vertical. That can be judged a lot easier than laterally. Often I use a touch of left rudder in the turn to make sure. That way it goes downhill not uphill

BULLSHIT STOPS WHEN THE FLAG DROPS

What interests me about competitive flying is turning up with your setup on any given day and seeing how it and my airmanship



Fantastic race while it lasted until the red mist came down then two experienced Reno racers threw caution to the wind and adopted WW11 V1 bomb gyro toppling tactics



When in doubt maintaining vertical separation is the key to avoid swapping paint



This top level competitor very kindly returned another competitor's missing servos to the pits fares against fellow competitors. Comraderie is alive and well and I have friends all over the country who are happy to make available whatever spares, expertise etc to help out another competitor on the day. Trying to psyche out other competitors on the startline is always part of the fun. More so if the person on the receiving end thinks you are serious.

Years ago in the VMAA Inter Club Trophy sport pylon category I knocked up an aluminium backplate engine mount to shoe horn a pumped OS 46 into a .25 size Pilot EZ Little Toni ARF. For a stir I used one of the .46s out of a twin engine camera model. The one with a left hand crank. Competitors were checking out the pusher prop wondering if I had come up with a better mousetrap but no one was game to ask. Finally one asked why.



.25 size Pilot EZ Little Toni



Skylarking inverted up the straight because he was faster than everyone. Yep that worked out well!

“Torque pulls the nose down in the turns”
The flag dropped and the thing was quick but two cuts put paid to all that good work. At Sandown an engine failure at low altitude along the back straight gave one competitor a few seconds to calculate the glide characteristics of the Cassutt. Had he flown a Trim Aircraft Spectre ducted fan model or anything that event remotely resembles a Mirage he would opted for the grass and not have tried to make it back to the bitumen. Got close but progress was impeded by the metal box on a pole containing timing equipment for the V8 Supercar style events. A community service really because being significantly harder to open now makes that box much less vulnerable to vandalism.

The model presented for Round 3 in the hope some Safety Nazi would photograph it on the startline, take the bait and complain. The



Failed scrutineering when it presented for Round 3



Prop threw a blade but there's a bit more to the story

other models circulated whilst the commentator built the drama of a baulky engine until we hit the countdown timer. Also that year the chap who was so much faster than the others started flying inverted to show off. So much so he received a rather generous helping of humble pie for his efforts.

RACING LARGE ARFS

There have been very few in-flight failures since applying plenty of soap to shoehorn the

DA 50 into the Hangar 9 Sundowner and repeatedly diving my OS GT55 powered Nemesis from 1000 feet then pulling high G pylon turns. Sixty cc is fine for the standard Seagull Sparrowhawk but eighty five cc is too much power for that balsa ply wing. There was that one Cassutt wing failure in the fastest model at Sandown. Seagull have since extended the wing tube out one extra rib bay but even so all the other original kits have not had a problem. One competitor somehow managed to bend the wing tube in a Nemesis. What? The manufacturer was also notified about a few crook hinges. And that is it for the wing.

A few bulkheads coming adrift and the only problem ever with a fuselage, pictured above, was due to a propeller failure. If the spinner comes off in flight that is a Jettison. In case it damages the prop the plane must land straight away and a zero score is the result. We are not sure if the spinner let go when at 250 kph Paul Hewitson scooted past us on the way to Pylon 1. He lost sight of the



Sixty cc ARF Sparrowhawks



Many ARFs have soft sheeting so pick them up using a flat hand underneath. My thumb cracked the sheeting and this happened during a turn. Noticeably slower this knocked ten kph off the top speed



Prevent the spark plug lead from chafing



Red does go faster (Keith Quigg pic)

model rounding the pylon. He was flying the Nemesis then was suddenly not flying the Nemesis. It vaporised after throwing a propeller blade. I don't want to drone on about it but smacking head on into a multicopter recording footage is hard on props. The bad news for F1 competitors is his latest painted Nemesis is red. Red it is and yes it is faster. Now that the hard yards have all been done

and dusted with racing ARFs I made a few phone calls to see if there is any interest in getting the big boys out to play again.

GOLDEN ERA SHOOTOUT.

Getting Richard Mudge out of retirement may well depend on prizes or prize money. At Cobram Richard placed in Reno, Inline and Formula One. I think he had a radial too plus he entertained the crowd with his racing



Gorgeous De Havilland DH 88 Comet built from scratch and raced by South Australian Richard Mudge. A pair of OS 160FX engines home built retracts and a finish you could shave from



Mudgee scoots past Chris Carpenters Kittyhawk at Adelaide



Richard's Cassutt never made it to Sandown



First time racing guess who took out Reno 2011?



His Top Flite P-40 in new livery for 2012



Karl Harrod completely smoked the opposition. Aerodynamic drag from the carburettor was not a problem

models to boot. His own design fibreglass and foam DLE 85 Mew Gull kit is quite capable of withstanding repeated snap rolls in a forty five degree full power dive. His Comet is a work of competitive flying art. As is Queenslander Karl Harrod's all conquering all composite Harrod Performance

Aircraft Mew Gull. The Qld team completely smoked the opposition at Adelaide. Man that was brilliant. Made everyone take notice of the performance possible. Two other versions, 55 and 60cc, acquitted themselves very well indeed.



Karl's honking 70cc single on methanol raised the bar



Harrod Performance Aircraft Team Queensland prior to setting off for South Australia



Adam Argus 2007 winning all compsite Zlin by argusaircraft.com



Steve Annette's Team Dizzy came armed with propeller head style racing helmets

Another Queenslander Adam Argus knocked off in-line with an all composite Zlin. Before that another group of banana benders headed down South in the form of Team Dizzy. Steve Annett had two cracks at the title but retired from air racing due to work commitments and a young family. Wonder if he still has the models? Of course not forgetting Queensland Team De Chastel, Bruce and Ron, who knocked off the inaugural in 1997. Sixty eight entries at Cobram my dream of building the biggest event in Australia was on its way. That was eight years ago.



Harrod Performance Aircraft Q-40 F3T Miles Hawk

While we await life returning to some sort of normality let me say this. I note the Captain Slow inference in the President's opening re-



Team Dizzy first crack at the title



WINNER
OF THE
2004
RACE

9

9

Zim

Jim Beam

DIGITAL CONTROL SYSTEM
JR
REMOTE CONTROL

PARTICIPATE

OFFICIATE

SPECTATE

Our mission is to make Large Scale Air Racing the best event for all involved. But racers gotta read the rules

DISALLOWED TO RACE BY THE STEWARD? OUTRAGEOUS



Green race tape too cheap. Next time buy good stuff

Formula 1 National Air Racing News



Corsair turned inside faster Mustang neck and neck consistently for ten laps over six rounds Richard Mudge versus Michael Lynch at Cobram

Miss Suzie



Built to race in 1997 Miss Suzie was later purchased by Captain Slow to race in 2005

Well built and well mannered

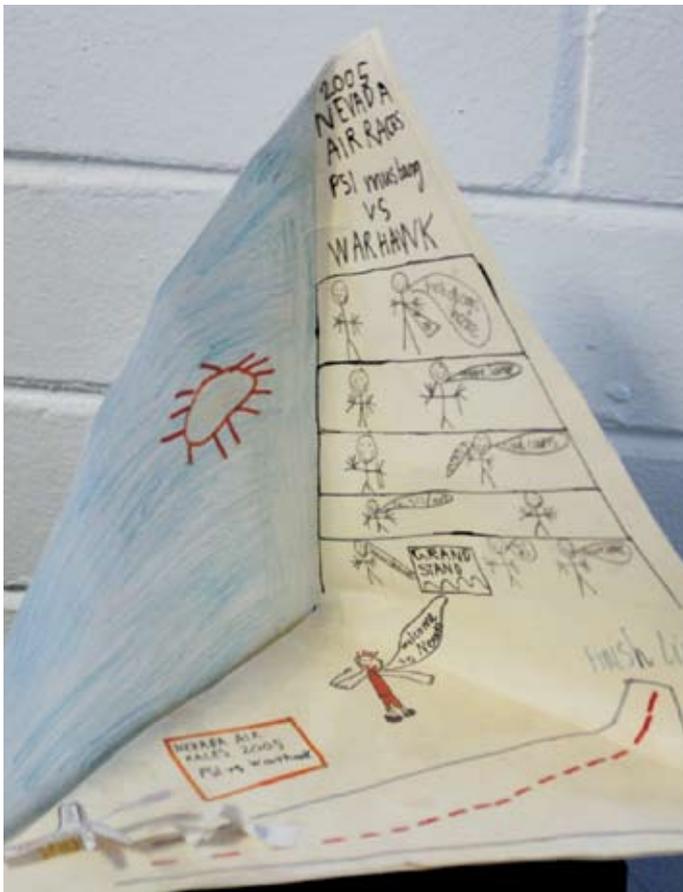
It landed very well

G62 chugged it very nicely in a straight line too

In the turns?

Needed a Zenoah G 162





Aiming to go better than second and third



Mr Smoothie as back up

Lachlan's Show and Tell at primary school after calling for me in Team Texican at Adelaide 2005 remarks. Which has put me in a bit of a flap. That would be a four flap. These young blokes would have a clue know how much Hanno Prettnner's flap elevator interconnect improved the Curare through loops. Well, there is nothing quite like beating a New Sth Welshman is there Karl? Subject to the date and place Karl Harrod is interested to dust of his two in-lines. Byron has a HPA Mew Gull and an Argus Zlin. And I have two models. Even carrying excess baggage I reckon the DA 85 will pull the RCM News plan built balsa ply and foam Hawk along at a very good turn of speed and easily scoot inside those Mew Gulls through the bends. Yes a Golden Era In-line GE Shoot out. There are few radial Golden Era racing models floating about too which are most welcome.

If you want to be part of the action, why not race a Seagull Models ARF? Plenty of help available from racing club members to get you going too. Whether it be a Texan, Red Bull MSX-R or a 35cc Formula 2 or 60cc

F1 Nemesis there is product still available around the traps. For example I know where a new in the box MSX-R is in Melbourne. Les Davis in Bendigo has two all white Nemesis left priced at \$499. In news just to hand a Seagull shipment is due to leave Vietnam in a few weeks and Model Flight will do a special order but you need to act now. There is just enough time for the manufacturer to build them This is the best affordable racing without investing a lot of time. Which is why I've been banging on about it for years. SG.

Oh and one more thing. Captain Slow is it? Everyone ducks for cover when I award this trophy. Why is that? Byron.....pto



Affordable ARF racing is the best fun



KEEP
CAML
AND
PROOF
READ

2

3

LARGE SCALE MODEL RACING CLUB of AUSTRALIA

Hawk eats Gulls for breakfast at 2021 Golden Era in-line Shooutout

RCM NEWS HAWK SPEED SIX



2nd place Adelaide 1997 Moki 60
1st place Adelaide 1999 3W 58
1st place Adelaide 2001 3W 58

RCM NEWS HAWK SPEED SIX CIRCA 2020



GULLS GANG UPON HAWK AT ADELAIDE



STANDARD GULL LANDING TECHNIQUE



Victorian Mascot version 1



VICTORIAN MASCOT VERSION 2



AND ONE FOR THE



NSW CHAP WHO TOOK OUT MY BIGGEST ADVERTISER.....

PTO





NSW MASCOT SUPPLIED BY RCM NEWS

