

S.M.A.C. Newsletter November 2008

Hi everyone. Much has happened since the last scribbling. I had the pleasure, and privilege to be invited to the Temora Scale Invitational as pit crew for the Tassie team. More as team manager I think. It was quite a trek of nearly 2000klm there and back, but worth it. What a weekend!

It proved to me that firstly scale is alive and well, and secondly that building and flying is still done in vast numbers. There were about forty two very nice scale models present, with many turbines and some arf's. But the show stoppers were the big builder's projects.

A huge B17 was one show stopper, as was the monster Lysander that the Tassie crew campaigned. It was built by Ken Lawson in Launceston, with input from his buddies. I made the under cart here, and sent it over. What a solid unit this was. It was made from 25mm sq molly tube, with stainless steel oleos. It was only just adequate, as the model weighs in at a huge 66lb.

The weather was unkind for two days, and then fined up to brighten everyone's mood on the last day. There was a lot of very good flying, and the highlights were the amazing performances of the Vampire jet, built and flown by world champion David Lord. The B17 was amazing, and to see it flying was a treat to remember. 4 DA 50 petrol engines were the power units, and to say it should have been in a museum is an understatement. It was finished to perfection, and flew the same way. Unfortunately on the final day of competition, and while readying it for its flight, the flight engineer hit the retract switch by mistake, and dropped the huge model onto its belly, only to destroy the variable pitch props and spew shrapnel into the fuse and nacelles. Such a pity.

The event was well run, and it would be a shame for it not to become an annual event, though it is doubtful that this will happen. The venue was the Temora N.S.W. air field and museum. I encourage every one who may pass that way to make it a must see. Among many fine Australian and other military planes on display, (all of which fly), they have a Canberra bomber, and two Spitfires. Check out their web site for all the details.

Back home we ran our third scale event at the weekend of the 23rd Nov, and to call it a success is an understatement! Every one who participated, including many from other clubs and associations, had the best time. The format seems to be a winner, with entrants left to fly in their own time. The only imperative was to impress the anonymous judges who were wandering around watching the flying.

Prizes were awarded in four categories. Best take off, best landing, most scale flying, and the biggie was the best overall scale performance including all the above. The contestants had two and a half hours to impress the judges before the prize presentations and lunch. The highlight of the day was seeing Crash Carpenter get a name change. He is now known as Splash Carpenter after suffering a down draft with his glider, and ending up in the tailings dam at the next door mine site. Not to make light of his drama at all, we are always

sorry when disaster befalls a buddy, but it was noted by many that it was the furthest he has walked in years! Not me I would not be so cruel. He did get the hard luck prize on the day.

Place getters for the SMAC Scale Day are as follows.....

Best Take Off.....	John Watters	Cessna 337
Best Landing.....	Alexis Scott	Via
Best Scale Flying.....	Kingsley Norman	Clipped Wing Cub
Best Overall Scale Performance.....	Graham Simpson	Gypsy Moth

A great day was had by all, and our sincere thanks and appreciation go to Model Flight, our sponsors for this event, and they did the place getters proud with great trophies. We can't have these events without sponsors, so please support those who support us.

I want to also thank the Events Committee for their unwavering support and efforts, and also the catering committee who always provide the best BBQ lunch. A very special thank you to the judges without whom these events could not happen, and to my partner for firstly putting up with me through the grumpy stages, and then for spending the day registering contestants and selling raffle tickets. Thank you Penny.

Thanks go to Darren Norman and Alexis Scott for their excellent showing of glider aerotows. Hearing the engine of that Piper Pawnee rev up, and start dragging that HUGE glider into the air was spectacular. What a perfect combo these guys are. The tow and releases were flawless, followed by a skillful demonstration of glider guiding by Alexis, and a return to earth to tow other gliders up by the tug.

I would hope that the word spreads throughout the state that SMAC is the place for these scale events, and that we'll see many more entrants next year at the ones held in early 2009, and about this time next year. Check the web site for dates.

Good news! We have our new container now, and all the extra space that goes with it.

SEEN 'ON THE STRIP'

Julie Garratt's lovely blue & white 1/4 scale clipped wing Cub with 2 st petrol
John Watters and his Kawasaki Ki 61 warbird with an OS 56.fs
Andrew Cecil's Skyraider trainer
Darren Norman's nice scale looking Pawnee

Well that's all for this time.
Happy landings,
Alan Turner,
Publicity Officer S.M.A.C.