

SPECTACULAR AIR RACING AT 250 KPH



The Sensational Adelaide Air Races started it all back in 1997 at the Constellation Model Aircraft Club in Virginia South Australia.

The COBRAM AIR RACES
QUEENS BIRTHDAY WEEKEND SAT 11th -SUN 12th 2011
CNR PYE RD- MURRAY VALLEY HWY COBRAM
6KM from Cobram on the Yarrawonga Rd
Spectators Adults \$10 Children Free

Moira Model Aircraft Club 0427 852 706
www.mmac.org.au mr02341@bigpond.net.au



Important innovations in the pursuit of speed were developed by privateers at air races during the 1920's and 1930's in England and the U.S.A. These are known as the "Golden Years of Aviation" This captured public imagination and major meetings in the U.S.A. drew over one hundred thousand spectators. They were fascinated by the fact that the fastest aircraft in the world were designed, built and flown by private citizens and celebrities such as Howard Hughes and Roscoe Turner. The US Army Air Force did not have a plane that could catch them.

Great family entertainment when the Moira Model Aircraft Club recreates the aeronautical excitement on the Queen's Birthday weekend with six separate categories. Four aeroplanes at a time race each other for ten laps around the 1.5 kilometre course. At 250 k.p.h. (even in 60 k.p.h. wind) these pilots don't give an inch. They don't have to because their feet are planted firmly on the ground. They have come from all around Australia to race their huge radio controlled replicas with engines large enough to drive a go-cart.

In between rounds or racing Golden Era through to modern Red Bull craft watch flying demonstrations by Australia's top RC Pilots with Jets, Helicopters, gliders and suitable models for Learning to Fly. You don't have to grab a spot near the fence to watch air racing either. Even the little ones can see all the action. It's in your face, right up in the sky.

Get your kids off the computer for a dose of actual reality. The graphics are unreal. It may just spark interest in what this fantastic hobby offers.

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GOLDEN ERA RADIAL

From 1920 to the mid 1930's the large, round radial engine was king. Back in the early days of aviation those darling caravans of the sky oozed character. And they still do!

As model aeroplanes they are just lovely to fly, very well mannered. They may appear to be just cruising about though their size and up to a 100cc engine belies the speed.

The racing of large radio controlled Golden Era models was an idea developed by Dr Goeff Burfield and Leo O'Reilly. The first "Senasational Adelaide" event was organised in 1997 at the Constellation Model Club in Adelaide. The majority of models were built by the pilot but times have changed. An increasing number of the smaller models today are built in factories to an almost ready to fly standard.

The Leo O'Reilly Trophy

In memory of the late Mr Leo O'Reilly this perpetual trophy is presented as the Concours de Elegance award for Radial and In-line aeroplanes. The model must be built, either from scratch or out of a kit.

Rules

Maximum engine capacity 100cc

Wingspan and Fuselage length must add up to 3.93 metres (156 inches)

Powerloading. 1.36 kg of aircraft weight for every 10cc of engine capacity.

50cc must weigh 6.8 kg

70cc must weigh 9.5kg

100cc must weigh 13.6 kg



Doug McIlwraith (QLD) fires up Mister Mulligan.

The Warringah Club from N.S.W. throws it support behind Tom Sparkes and the twin cylinder ZDZ 100cc powered Laird Turner Special.



Concours winner at Shepparton 2008, the 56 cc powered Monocoupe by Murray Ellis (Vic).



2006 Concours winner, Hall Bulldog by Dave Brown (N.S.W.) Powered by a modified Still chainsaw engine.

GOLDEN ERA IN-LINE

With WW11 looming the development of liquid cooled in-line engines produced huge increases in horsepower. This allowed a slimmer fuselage and these two factors created a marked increase in airspeeds.

The sleek in-line class models can carve up the course at 250 k.p.h. They race under the same rules as their bigger radial cousins and but choices of different engine, exhaust, fuel and propeller combinations couple to create big increases in speed.



Miles Sparrowhawks dicing at Pylon 1.



Lovely nose art on the Firecracker.



Very fast 250 kph all composite construction Zlin by Adam Argus (Qld).



Extremely tough composite construction made it possible for this Percival Mew Gull to continue on and grab second.



Gorgeous De-Havilland DH 88 Comet by Richard Mudge (SA), the pair of 26cc OS glo engines produce 8 HP.

Winner in 2009 from Qld Karl Harrod's Percival Mew Gull blitzed the field. The twin spark 70 cc engine fuelled with methanol and nitro topped 300 k.p.h. in the dive to the startline.



Moki 60 cc twin cylinder on methanol produces high horsepower at 11,000 rpm.



SPEKTRUM. www.omp.com.au **JR/DSM**

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FORMULA ONE

Air racing re-commenced after WW11 and the huge gains in horsepower and airspeed meant the military now had the fastest aeroplanes. This is attributed to the public's lack of interest because the large crowds did not return.. Highly modified WW 11 fighters are still raced at Reno U.S.A. today but is out of reach for most pilots. You need deep pockets. At full throttle a standard 1736 horsepower Roll Royce Merlin engine in a Mustang consumes over 800 litres of Avgas per hour. Affordable racing for privateers was needed.

In 1947 the Goodyear Tyre company put up prize money for a new home-built class designed. Pilots shoehorned themselves into these tiny Goodyear machines designed around a popular unmodified 100 horsepower four cylinder aero engine. Today they are now known as F-1 which has a loyal following at circuits across the U.S.A.

As the models develop it is expected that speed and turning ability of this new category will make a Formula One capable of beating a heavier 70-100cc powered in-line model around the course. Engines can be modified and any fuel is allowed, as long as it isn't rocket fuel. Time will tell.



Tuning the Nemesis engine.



Cobra by Ken Whenham (SA)



Bob McEwin's (SA) Midget Mustang.

Rules
56 cc maximum

Wingspan
2032mm minimum
2286mm maximum
Weight- no minimum

The new OS
GT 55 cc petrol
engine.





AR DRONE





Twister Helicam
indoor helicopter
that anyone can fly.
(Adults too!)





MULTIPLEX



HiTEC



model engines
The collectors that started it all
1980-2010

AT-6 Texan

Before Pilots were given the keys to a high performance WW11 fighter they flew this famous North American advanced trainer. These are raced at Reno too.

The 1/5th scale models race as a standard class and pilots can choose from a nominated list of single cylinder 20cc two stroke glo-plug engines. Race speeds of 160 K.P.H are typical and the Texan will reach 200 K.P.H. during the dive into the start and slow to 140 K.P.H. through the turns.

Pilots have a soft spot for the Texan and after the race has finished an impromptu competition starts. Texan are difficult to land without bouncing. Even in the hands of the most skilled operators two or three bounces are considered a good landing. Watch closely at the end of each race, no one is immune.



Rules
20 cc stock engines
Fuel supplied
Glomax 10% Nitro
Control Prop
APC 15x10
Wingspan 2108 mm
Weight 6.36 kg min

The next heat of
Texans in the ready
box.



Easy to bounce!



Production model 20 cc engines produce very close racing.



Thunder Tiger GMS OS Magnum Webra



National AT-6 Champion Justin Reynolds takes two models.
A spare aeroplane is a good idea.

Join the action with an OS engine in a race proven Seagull ARF aeroplane.



Red Bull Extra 260



Formula 1 Nemesis



Golden Era Sparrowhawk



AT-6 Texan



Glomax Fuel

The official fuel for AT6 is available in blends for your plane, boat, heli and buggy.

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RENO UNLIMITED

Reno Nevada is the home of Air racing where WW11 Mustangs and Corsairs reign supreme.

These battles are now recreated in 1/5th scale. The Mustang is faster but the Corsair turns tighter but any single engine WW11 or modified fighter that flew in the war or raced at the Reno Air Races qualifies. With 4.5 HP engine in the nose a competitive fighter circulates the course at 180 k.p.h and can exceed 220 k.p.h in the starting dive.

Racers are free to develop the best propeller exhaust combination for any standard 62 cc single cylinder two stroke petrol engine. The engine was originally limited to the Japanese Zenoah G62 but that rule was relaxed to allow other manufactured brands. The very popular and proven G-62 is still the engine to beat. Fuel is unleaded petrol and propellers can be wood, fibre-glass or carbon fibre. Retractable undercarriage, a scale pilot and a basic instrument panel. The last two are requirements for all classes except Red Bull.



The very competitive Zenoah powered P-51 Mustang by Richard Mudge SA.

Arch rival of the Mustang is this super fast Corsair by Michael Lynch Vic.



Rules
62 cc stock engines
Fuel petrol - oil
Wingspan 2133 mm
Weight 10.8 kg min



Zenoah's benchmark G62 rated 4.5 HP at 10,000 rpm.



The P-47 Thunderbolt passes a P-51 in the start dive.

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Chris Brislin wrings out the Desert Aircraft powered Composite ARF Extra 260 at the 2009 Tucson Shootout in Arizona U.S.A.



RED BULL

Designed principally for aerobatics these machines are designed to achieve maximum manoeuvrability but they are pretty handy racers too!

A model of any aeroplane that has competed in National or International Aerobatic competition or the RED BULL AIR RACE series is eligible. The 20cc category is the entry level category for pilots to hone their skills racing around the pylons. The next level is 62cc which may sound big but that is just the starting point for Extreme Pilots.

They get into some pretty serious equipment too. When they are not racing, these guys dream up the most amazing stunts, far more spectacular and dangerous than their bigger cousins could ever dream of performing.



Desert Aircraft's latest engine the DA 60.

20cc

Engine Selected from the AT-6 list.
Prop Diameter 406 minimum (16")
 Maximum pitch 203 mm (8")
RPM Limited to 9,500 measured
 prior to take off
Wingspan 1,770 mm (70") minimum



62cc

Engine Single cylinder petrol spark
 ignition up to 62 cc
Prop Maximum pitch 305mm (12")
Wingspan 2160 mm (85") minimum



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 aerobatic and race aircraft**

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We don't sell anything that we wouldn't use ourselves.

WHAT GOES UP?

Must come down! Ultimately the art of any flying is a successful landing. As they say, any landing that you can walk away from is a good one. Anyone who saw what happened to my yellow Gee Bee Y (on the right) would question the cost of flying model aeroplanes.

That wasn't a landing at all. It was a mid air collision when I loaned the model to my Dad to race. This can happen when one races. It looks like a catastrophe but the engine and most of the radio gear survived. The gear is now being used in another Gee Bee Y. Yellow wasn't my lucky colour, the new one has blue and white livery.

Learning to land is of course the hardest part of radio control flying but you don't start with an expensive model like the Gee Bee. Not even if you win Tattsлото !

The best way to get started is to see a specialist model hobby shop and check out a beginner's package. If you aren't mechanically minded or don't want the mess of an engine many models are electric powered and ready to fly. Specialist hobby dealers fly themselves and offer a selection of suitable models to produce a better outcome than just choosing what may just be sitting on the shelf at a toy shop. Most hobby shops are involved with the local model club and they can put you in touch with the right people to make your first flying experience a positive one. Even if it says on the box "you can fly it yourself", it is preferable to have an experienced instructor to test fly the model and give you a go.

As little as \$99 will get you into a small electric powered ready to fly model with radio. The battery can recharge from the Auxillary Power Socket in the car. Back in the Golden Years this was known as the cigarette lighter. Generally speaking, the simple models in the "under \$200 bracket" must be flown in zero or almost no wind. The best time is either first thing in the morning or just before dusk. That's what we did when flying remote control models first began.

Larger models can cope with wind. If you think we won't be racing because the wind has blown up, come down and take a look. These pilots will be racing. Even the gustiest conditions won't stop them. I won't be flying the Gee Bee Y because I will be too busy running the event however my Father is having another go. I will keep an eye out to see if he treats the Gee Bee properly.

Stephen Green. Contest Director. 

Let's be honest we all appreciate a good stack as much as the next person. This is the result when my Gee Bee Y flew into another competitors propeller. Although it looks bad most of the equipment can be salvaged and serviced.



RACE PROGRAMME



Racing commences

Saturday-Sunday at 10.00 AM

AT-6 TEXAN

Aerobatics

RED BULL

Glider

FORMULA ONE

Learning to fly

RENO UNLIMITED

Helicopter

GOLDEN ERA RADIAL

BD-5 Micro Jet

GOLDEN ERA IN-LINE

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