

Grand Southern Model Aero Cross Rally

Pics by Skycam

Nestled in the Maitland area of N.S.W is a full size aerodrome named Luskintyre Park. In this picturesque part of the world seven people combined resources to set up an airstrip to operate the aeroplane of their choice. Their passion for the Tiger Moth is self evident and the very well maintained grounds give the first inkling that this is a special place. This is where the owners, pilots and visitors lucky enough to score a joy flight congregate.

One of the hangars is devoted to restoring the De-Havilland airframes back into flying condition and two grass strips plus the large open area in between allows flying operations into wind. Just as it should be. Pilots from all around the country drop in for a cuppa and a chat in the well appointed homestead that also affords dormitory style accommodation.

How Peter Coles convinced the owners to shut up shop for a weekend is an article in itself but with a few charitable causes in tow that's what happened when the nine owners of the Luskintyre Airfield through Mr Frank Williams made it available for a public model air display. A host of marquees housed food and wine vendors, the model trade, a live band and the large central tent was just the place to sit down in between walks to the varied flying displays on offer.

Spectators could wander around within a large rectangle with control line on the left, the scale flight line in front, float planes operating off the lake behind and at the far end of the easterly strip was scale AT6 racing. The air race course was the best part of a kilometre away and a large coach was also provided to ferry spectators up to

watch the action. At 4.30 on the Saturday a world record attempt of getting a hundred foamies into the air was planned. After taking all this activity I couldn't help thinking that his was like a mini nationals. You could see quite a varied spectrum of model aviation here.

The public who each paid \$10 admittance at the gate were entertained by the very wide selection of large scale models. This certainly reflects how active the scale scene in NSW is, they really have it happening up there. Three acts that flew and flew all weekend were the two glider tugs and the large twin Zenoah G62 powered Cessna 421 flown by . The twin won the Pilots' Choice trophy and it is certainly a great model but a supposed effect of subliminal advertising must have been a factor because every time I looked around,



Chris Bislin being interviewed for the Six O'clock News



that model was in the air. It was flown very well all weekend and was a great way of demonstrating that models can last for years. Even a twin.

A spectacular demonstration of longevity but of the inversely proportional kind was the Edge 540 during a much underrated airshow manoeuvre, the full throttle low inverted beat up. For those who missed it we offer a photograph as a reminder of what can happen a second after the pilots finger slipped of the elevator stick. There were a few incidents associated with take off and landing which help to thrill the crowd but the weekend confirmed how entertaining model's can be when you great models flown safely by competent pilots in front of a crowd.

This was further highlighted on the Saturday when model activity was halted for a formation flyby of R.A.A.F CT-4s and a Grumman Avenger flown by Paul Bennett. Paul returned a few minutes later



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Brodak Strega and a 1957 Nobler were two of the models featured in control line demos flown by Warren Leadbeater. .



The P-38 by Tom Panagiotopoulos was one of the many impressive large scale models.



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My favourite WW1 fighter this lovely SE5a by Garry Welsh.



Extra 300 powered by Wren Turboprop. Tom Watson's other model was very much in keeping with the venue, an inline four cylinder OS IL 300 powered Tiger Moth.

after strapping on a Pitts to perform a great aerobatic demonstration. Then Chris Bislin stole the show with his 33% Extra.

For as long as I can remember a smooth graceful aerobatic routine by an F3a model has always been appreciated by the general public. A five minute routine would still work today but the crowd was not treated to that type of demo. We all witnessed something better. After getting a couple of pics the camera was put down so I could enjoy seeing one of these large scale aero-

batic machines wrung out to within an inch of it's life. That's what it probably looks like to untrained eye but it was a brilliant expose of total control on all three axis with deft use of throttle to keep the whole show aloft.

A large part of the routine included angles of attack way beyond the stalling angle. Incredibly low exits from inverted flat spins with a knife edge pull out back to a hover. During the slow, low, tight rolling circles just over one wingspan the rudder could be clearly seen cycling from side to side. After a mixed bag of slow stuff high Chris wound that DA 170 right up and boomed in flat out on a beat up and then wack! Sixty



The Winner of Pilot's Choice will need a hundred hourly after logging many flights all weekend.

degrees of up elevator applied at 200 kph really got my attention. When that Composite ARF Extra just stood on its tail and just stopped mid air.

I couldn't believe how well all that sophisticated equipment is sorted out. What really impressed me during that particular manoeuvre was the strength of that light weight airframe to with stand huge Gs'. The servo gears did not strip, the elevator hinges held true as did the tailplanes and the engine mount and firewall withstood what would be enormous gyroscopic force. The throttle response on the engine, the centring of the control surfaces plus the power of the servos gangned together to



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Austars Cessna Ag Husky ready for another glider tow, flown all weekend by Paul Collins.



Show stopping demo, or how to safely abuse a Composite ARF Extra by Chris Bislin.

bang over what are huge barn doors. It all has to worked perfectly for the pilot to achieve this level of precision flying and that gear has to undergo many flights of practise. This demonstration also highlighted the value in developing a relationship with a specialist hobby business where advice and back up is just a phone call away. Whether you are just staring out or going for gold that is something not really available on the internet.

Darren Marshall's Willy Monster ready for tug duty.

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One of Peter's pair of Texan on loan for the weekend.



GSMAR organiser Peter Coles finding time to play with his Moki powered Balsa U.S.A. Stearman.

SO HOW DID IT ALL GO?

1,378 people attended the event and Rotary Overseas Medical Aid for Children (ROMAC) received a cheque for \$15,000.00. This was partly from the residue of the event and partly from a donation from Elaine and Peter Coles. This will cover the surgical correction of Litiana and David legs. Litiana is having her operation within a week in Auckland and David will have his operation at the Westmead Children's Hospital in Sydney in about 5 weeks. The Rural Fire Brigade in Forster made \$500.00, the Lochinvar Public School made \$2,300.00 and the Rural Fire Brigade of Luskintyre raised \$1,300.00

Luskyintyre Park has been booked for 2012 and will alternate with Bowlyie. The layout will be modified to include a heli flying area and more room will be allocated for the scale plus the race course will be moved close but swung ninety degrees.

The general public will be able to wander around to see our wonderful hobby within thin four flightlines. As is always the case some of them will find their way into a hobby shop. In order for our hobby to prosper exposure of this quality is vital for aero modelling.

Stephen Green.



Congratulations to Peter and Elaine Coles.

In the trade marquee Desert Aircraft and Model Aviation displayed specialist product for the large high end segment of the hobby equipment and H Store and were also supported with extra stock by Model Engines, O'Reilly Model Products, Ace Hobby Distributors and The Hobby Headquarters.

The record attempt did not happen as the hot humid conditions took their toll but for those who did stay the live music was a

treat. The chap hiding in the trees and looping the little Piper Cub to the music can come again. After his ill fated attempt to fly it up the windsock others brought out their foamies so next time, nightflying is on.

Maybe that World Record attempt of one hundred foamies can be achieved. After the foamies were put away a few wines and beers made for a very relaxing Saturday night for those who camped overnight.

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