

Sandown F 1 Air Race

The big day finally arrived and what a day it was. The photo directly below depicts exactly what the event was all about. Presenting aeromodeling to the general public to attract new, younger people to the hobby. A hobby that has just received classification as a sport. To that end we received very positive stories that appeared nationally on TV News. Each was around two minutes long. Another story is set to appear on a motor sport program, In Pit lane.

Attracting media has always been hard. Being treated seriously another problem. The venue played its part in addressing those issues, but the credit must go to the professional people at Sustainable Marketing. The PR company employed by MAAA. As far as the entertainment component for the public was concerned I was quite happy overall. We had a number of gags that didn't get a



(Pics by Stephen Barrow)

Indoor
exhibition area
had a great vibe



Pilot briefing
included a flight
to demonstrate
the ceiling height
clearance. (A
pressure landing
in front of that
bunch!)



Josh Labita on TV duty



Strong crosswind blowing in towards the crowd is a Display Directors worst nightmare "You're not going to impress anyone in this group with fancy flying. Display flying is all about flying to 80%" Pilots did a great job heeding those instructions



Motor racing circuits are big places,
Zip used 4 litres of fuel



Victorian Drag Racing Club put on a great show.



As did Melbourne RC Drift Arena



These boats were so cool



Mr Slot Car also sells car tracks



Tanks were a real hit

run. The ATIS seemed well received. The go round call each time Byron Simpson came in to land never got a run, because his model had too much power. When his back up model lost power, this affected the same gag planned for Chris Callow. The Pizza delivery worked better than expected. Half the people thought Gilderslag's one bung wing effort was on purpose. The other half did not.

By all accounts this was a successful event. For me I will take that view after the next one. My hope is that

one of these happen should happen in each Capital city. MAAA has the resources to achieve this. It is very refreshing to see that will is now there. Whether State Associations wish to get involved remains to be seen. Pilot selection is critical. I was very selective.

It is my view that RC model flying, as demonstrated at this event, can fill that grandstand. The venue has more than enough room for other sectors of the radio control industry should they decide to participate. Anyone can put

on a swap meet. Or organise a festival of sorts. This event was far too big for one person and this has been recognised. I realised that on Saturday afternoon. I'm sure others may have suspected so, but that was left unsaid until Monday. That discussion has already been had. Wearing the many different hats took its toll though on the day I was only wearing the Display Director hat.

Except the few who have chosen to experience what it is like to be on the startline with four of those F3D suck-

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Dave Chivers welcomed the first spectators with the large Pawnee, which also was the back up glider tug



Number 1 glider tug pilot Steve Malcman checks out the conditions for the 1/3rd scale Piper Cub



David Hobby's six metre beauty grabs a lift behind the Pawnee. Crosswind glider ops really shone through, to those in the know



Tim Moreland with the Schweizer S-26. In the background is Anthony Peate and the Lunak



Adrian Koro on 3D aero duty



Lightly loaded Eurosport as Rowdy Matthews tackles the buffeting



Neil Addicot and the Hawker Hunter provided more scale jet thrills



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WHO STOLE THE SHOW?



Of the 3500 people, possibly 100 knew what F3D was.
Now they all do

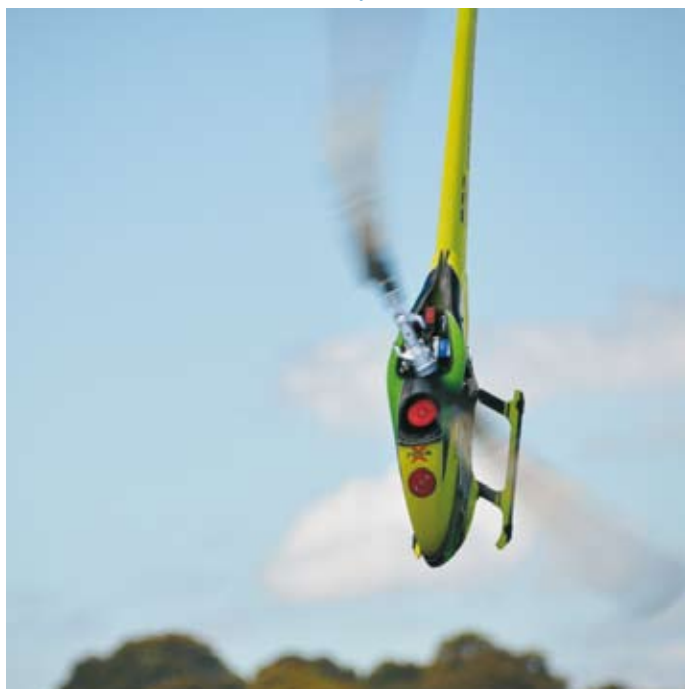


ers wailing away, FAI Pylon meant nothing to anyone. Chris Callow changed that. His first pass emptied the exhibition area 90 seconds. 3,500 people now know about F3D.

When Chris Callow, David Law and David Hobby agreed to participate, that suddenly made the whole thing easier to sell. I knew the Scale World Champs models would be a hit. That's a given. Everyone can appreciate museum quality. Thanks to Noel Findlay, Noel Whitehead and David Law for bringing their fabulous aircraft. David was given the honour of flying a part of the rou-

VMPRA's Glenn
Matthew's Great
Planes Viper
versus 5 times
world pylon
champ Chris
Callow's 350kph
Voo Doo NXT?

Or the combined
3D Heli display
by James Dargue
and Josh Labita?



James and the Synergy E7SE (Next year we're drag racing that machine. ED)



Hot flying by Rogan Josh and the Goblin



2014 Australian Scale Team members were busy talking all day



Victorian Association of Radio Model Soaring



Victorian Miniature Pylon Racing Association



Victorian Pattern Association

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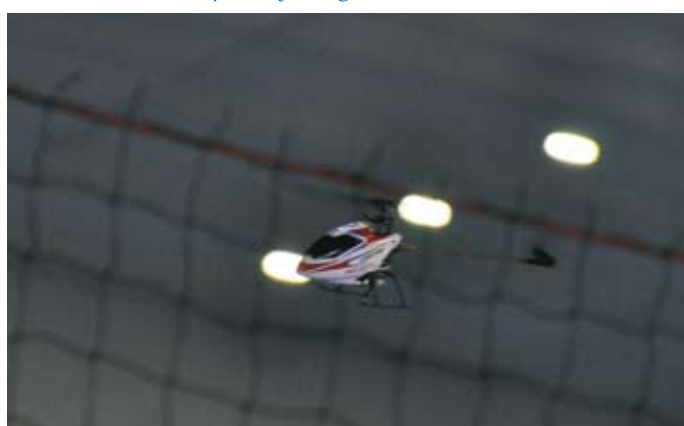
Victorian Jet Aircraft Association



(Should have put my daughters on commission. ED)



Tom Bloodworth with son Bill's model for the F3a demo



Indoor flying



Mani Riederer's F5B. Blink and you'll miss it



Bill Hamilton's awesome Salto

Sandown F1 Air Race



"You're going to enjoy landing that today David"



The only Cessna spotted by the Safety officer all day was Steve Malcman's 40% C182. Touch n go was nice too!



Nice Job!



Mike Farnan shot some video

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Two flight lines spread the action along the grandstand



All bets are off. First past the post final for \$2,000 prize money from Betta Home Living



Evenly matched



From the left; and the winner is....Jeremy Randle (NSW) Mike Farnan (Vic) 2nd, Cliff McIver (Vic) 3rd



Byron Simpson put 12 months work into sorting out and racing the Seagull ARF. Managed a bit more speed than thought possible. Pink covering seems to scratch easily!

tine plus throwing in a few airshow manoeuvres. There was never any question of flying the Pitts Special, though his choice of aeroplane made him work particularly hard, landing.

Explaining extreme glider to people was harder. Which is how David Hobby was pitched. Putting the 300 kg load for a bungee couldn't happen on the day as the wind direction on the day precluded the only suitable launch site. Many may have missed his prowess on the sticks because that 300 kph Funjet was pretty hard

to spot. People did get the chance to see what I saw, way back in 1999 at Caulfield. Operating his six metre glider crosswind in and out of the race track was never a problem at Sandown either.

I would like to thank Byron Simpson. Anyone who questions how he entertained the crowd should direct their enquiries to me. His development work on the Cassutt gave me the confidence to pitch F1 with that ARF. He certainly found the best prop engine combo for that model. Enter-

taining the punters and testing my course layout to boot! Now we have a class racing category too! Thanks to Rowdy Matthews for making the effort to deck the Cassutt out in Betta Home Living livery. All of those racers looked pretty racy. There's a bit more on the Cassutts in Byron's racing column.

Not only did I take great personal pride from presenting modellers who compete at World Championship level, I felt the same satisfaction from watching all those I invited to fly. Many spectators were amazed they could fly in the conditions. Not me. Those pilots did what was expected of them. Caring about flying skills as one comes through the ranks of competition flying is what got them there. An important component of MAAA membership. Given the resources I generated, I felt it was better to go with SIGS as a spectacle, rather than ask individual clubs to participate.

Many thanks to the club people who helped out, particularly at the

Sandown F1 Air Race



Mike Close presents the thoroughly deserved Air Sports medal to Chris and Kevin Callow



Thanks to
Bryan Harper,
Betta Home
Living Cobram
for organising
fantastic raffle
prizes

Fantastic
Father and
Son team

last minute, such as the control line fraternity. This whole experience has restored my interest in becoming a more active member. RCM News just helped get this event off the ground. Thanks to the RC hobby trade who support me too. Thanks MAAA. My interest lies in the flying side of the airshow. Next year I can really let loose, with the other vital component, working with a professional announcer. David Cahill (Davo's Karaoke) put 20 hours of work into that event. Thanks for your professionalism Davo. The next one will be huge!



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