



K.D.M.A.S

KLARION

FEBRUARY 2024

**KLARION is the official
newsletter of
The Keilor and Districts
Model Aircraft Society
Inc.**

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PRESIDENTS REPORT – FEBRUARY 2024

Hi All,

Lots of action at KDMAS all through January, starting with my “pop up” barbeque on January 1st, Phil and Craig’s comp day, a trip to GMAC in Greensborough, slope soaring at Camperdown and some very busy weekends at Keilor, we also had a working bee to cut back the unusual summer weed growth.

February will see several members off to Camperdown again for the Corangamite Model Club Fly-in and the Melton Car Boot Sale/Fly-in unfortunately these two events are on the same day.

An important reminder again about FAILSAFE, please make sure yours is activated on all your models.

Fly safe and have fun,

Shane Talbot. Pres.





FULL STEAM AHEAD INTO 2024!

PHOTO BY SHANE TALBOT.



NEW YEAR, SAME CLUB: THE PRESIDENTS BBQ ON NEW YEARS DAY WAS A GREAT WAY TO BRING IN THE YEAR, WITH PLENTY OF FOOD, FLIGHTS, AND FUEL FOR EVERYONE.

We are only a month into 2024, and already KDMAS has been a hive of activity! December ended with a downpour, but January started off with a roar, as the presidents pop up barbeque was a great success with many members coming down to welcome in the New Year together, credit to all the pilots who turned up after a big night out, nothing cure a new year's hangover like a fly in the smooth summer air. A quick reminder to our weekend pilots that the golf course has extended their opening hours until 8PM, meaning we can make the most of the late afternoons without having to rush out of the gate.



JUST A BIT WET: THE ONLY GIFT OUR CLUB RECEIVED FOR CHRISTMAS WAS A DOWNPOUR THAT FLOODED THE PITS

Well, the moment is almost here, the boom gate is to be active at some point during February, no word yet as to what the gate code will be, but as soon as we have it, we will be sending it out, the code will only be required to enter, as there is a pressure sensor that will open the gate automatically when exiting. Our club has been a hustle

ONE SMALL STEP FOR MAN, ONE GIANT INCONVIENCE TO THE CLUB: THE FOOTPRINT OF THE 'UNKNOWN' ASSAILANT WHO RUINED SHANES MASTERPIECE



and bustle this month, with the club house renovations beginning to wrap up, and other general work going on. Shane did a fantastic job at cementing the much-needed storm drain down especially after the rain on Christmas day, unfortunately some “unknown” club member unwittingly stood in the wet cement... Make no mistake, this perpetrator is public enemy No. 1, they could be anyone, it could be your flying buddy, it could be you, it could even be...the newsletter editor.

One event that did take place in January was Canyon Conquest, an aerobatic competition, organised and run by Phillip Daynes. This event had been months in the making, and wouldn't have been possible without the help Ras, Craig, and John, who ensured it was a fun, well ran, and ultimately educational day for all involved.

And the action for these boys keeps on coming, this weekend, the 3rd and 4th of February, our resident IMAC pilots Craig and Phil will be competing in the NFG IMAC competition at Northern Flying Group, so if you find yourself at home with nothing to do, head on down and give the guys your support, especially if you enjoyed Canyon Conquest, it'd be a great opportunity to learn more about this incredible sport, and watch



WATCH AND LEARN: CRAIG BRISTER SHOWING US HOW IT'S DONE AT THE INAUGURAL CANYON CONQUEST EVENT

some truly talented flyers put on a show.

Also taking place on February the 25th is the Melton Model Aircraft associations Car boot sale and fly in event, down at their home field at Mount Cottrell reserve. So if the project bench is piling up with gear, or you're just looking at thinning out your hanger, fill up the boot and head on down. Who knows you might even find your next project there. This is also a fly in event open to all MAAA members, so maybe take a few favourites as well.

Looks like it is finally heating up, so prepare for some scorchers down at the field, remember to bring and apply sunscreen, stay hydrated, and to seek shelter when needed. The only things that should be getting hot are our engines and battery packs.

The Melton Model Aircraft Association

PRESENT

A CAR BOOT SALE AND FLY IN

At Mount Cottrell Reserve, 180 Faulkners Road, off Greigs Road. The entry gate is where the tarmac road ends, through the right gate, follow the road to the bottom corner, turn left and continue to our field.

SUNDAY 25th FEBRUARY 2024.

FROM 9 AM TO 3PM

BRING UNUSED MODELLING GEAR AND AIRCRAFT YOU WISH TO SELL.

GET RID OF TRASH AND BUY TREASURES!

AND HAVE A FLY WITH US, IF AN MAAA CLUB MEMBER

HAMBURGERS- HOT DOGS-HOT AND COLD DRINKS FOR SALE

CONTACT COLIN LATCH 0400 800 281
OR PETER STEFURAK 0410 674 085

FOR MORE DETAILS



SUMMER TRAFFIC:

WE'VE SEEN A LOT OF FOOT TRAFFIC IN JANUARY, NOT ONLY FROM FAMILY AND FRIENDS, BUT WITH THE PARK NOW BEING OPEN, FROM MEMBERS OF THE PUBLIC AS WELL! HOPEFULLY WE CAN GET SOME INTREST IN THE HOBBY GOING AGAIN!



ON THE COVER – ARMSTRONG WHITWORTH FK8



NEW CAR SMELL: THE FIRST PRODUCTION ARMSTRONG WHITWORTH F.K.8 ROLLS OUT OF THE HANGER FOR THE FIRST TIME, NEWCASTLE, ENGLAND 1916

A very special 'on the cover' feature this month, it's less about the plane on the cover, and more about what it did for the world of aviation. In May of 1916, on a fresh spring morning at the Armstrong Whitworth factory in Newcastle, England, the Armstrong Whitworth F.K.8 graced the skies for the first time, with its quiet 160HP Beardmore engine slowly propelling it through the skies.

The F.K.8 had its name derived from its inventor Fredrick Koolhoven, who had already dazzled the aviation world with the F.K.3 two years earlier, Koolhoven went about making the F.K.8 superior to the F.K.3 in every way he could. A larger wingspan and fuselage, paired with a more powerful engine, gave the pilot and gunner more protection



FK23: EVEN YEARS AFTER THE FK8'S INCEPTION, FREDRICK KOOLHOVEN'S DESIGNS ARE REMINISCENT OF IT. LIKE THIS F.K.23 RIJKSMUSEUM AMSTERDAM.

PHOTO BY MEMBER: JOHN QUAYLE

without sacrificing speed, revolutionary oleo shock absorbers replaced the stiff landing gear, and a Lewis machine gun was now mounted in the rear observer station. Upon the initial test flight, engineers found that although the F.K.8 had a larger engine, it was slow, very slow in fact, with a top speed of 150kph; it was outpaced by everything apart from its predecessor. However, it was noticeably quieter than other planes of the era, such as the R.E.8, and Bristol fighters. Seeing this advantage the Royal Flying Corps designated the F.K.8 as a night time reconnaissance aircraft, the idea being, under the cover of darkness, F.K.8s would be able to sneak behind enemy lines, and gather intelligence for the allied forces, with the quiet tone of the engine, lulling enemy troops into a false sense of security thinking their adversaries were further away than they were. By the end of the war, F.K.8's were taking place in day and night time bombing raids along with flying cover for ground support missions.

Over all 1,650 F.K.8s were produced by Armstrong Whitworth during the war, with production stopping the day the war ended. Most of the F.K.8s were disassembled, the few remaining ones were given to fledgling air forces of young, allied nations, however, rather fittingly, 8 were registered by civil entities, with two of them ending up right here in our big red backyard, and this is where the F.K.8 changed the future of aviation.



NOT A THROWAWAY ITEM:
WHILE WRITING THIS
ARTICLE, I STUMBLED
ACROSS A FREE FLIGHT
VERSION OF THE FK8, MADE
FROM A PLAN BY
G.ELSEGOOD IN 1966!

MODEL ATTRICLE - https://outerzone.co.uk/plan_details.asp?ID=1681

PLAN - <https://www.rcgroups.com/forums/showpost.php?p=19614897&postcount=6403>



THE ORIGINAL FLYING ROO: SIR HUDSON FYSH, STANDING NEXT TO THE FIRST QANTAS F.K.8

In November of 1920, Australian flying ace, Paul Joseph McGinness, and his friend, fellow service member and rear gunner, Sir Hudson Fysh, joined forces with Sir Fergus McMaster, to create the Queensland And Northern Territory Ariel Service, later known as QANTAS, with their first aircraft the Arvo 504K. Originally McGinness and Fysh had plans to set up an air taxi service for people in far north Queensland, but McMaster proposed the idea of an

air mail service. Their current fleet of two Arvo 504Ks and a RAF B.E.2, excelled in their job as survey

aircraft, but lacked the space to be used as a viable passenger and cargo plane. So McGinness, using his contacts from the war, managed to acquire two F.K.8's that were bound from the scrap yards.

On the 22nd of November 1922, QANTAS had its first passenger flight, with Alexander Kennedy, the at the time 84-year-old outback pioneer and QANTAS early investor, holding ticket No.1, marking the beginning of a century of air travel. But it was on the 24th of November that history would be made Fysh would wheel the F.K.8 out of the hanger at Longreach, and load up the cargo compartment

The Queensland and Northern Territory Aerial Services Limited.

No. 1 22/11/22 192

**the Ticket must
be used by any person
Pilot.**

PASSENGER TICKET.

NOT TRANSFERABLE.

PLEASE CONVEY

Mr. A. Kennedy From Longreach to Cloncurry
By Aeroplane intended to leave Longreach at 5.30 a.m. on Nov 22 1922

FARE £ 11/2/2
Extras 1/1
TOTAL 12/3/2

First passenger from Longreach to Cloncurry.

In addition to the conditions and regulations stated on the back hereof subject to which this ticket is issued by the Company and accepted by the passenger, the Company hereby expressly stipulates and provides that it will not be responsible for and shall be exempt from all liability in respect of any detention, forced landing, overcarriage, loss, damage, or injury (whether resulting in death or otherwise) whatsoever of or to the person of any passenger or of or to any luggage, property or effects belonging to or carried by, with, or for any passenger, whether such luggage, property or effects is conveyed in the same Aeroplane or other conveyance as the passenger or in any other Aeroplane or conveyance, and whether such detention, forced landing, overcarriage, loss, damage, or injury shall occur on land, in the air or elsewhere (all exemption attaching immediately such luggage etc. is received and continuing until it is delivered by the Company), and whether the same shall arise from or be occasioned by the act of God, of the King's enemies, dangers of the air, navigation, collision, fire, thefts, whether by persons directly or indirectly in the employment or service of the Company or otherwise, accidents to or by machinery or defects latent or otherwise in the Aeroplane or other conveyance, accidents, negligence, unskillful, improper, or careless navigation or flying or driving, or any acts, defaults, or neglect of any pilot, passengers, Company's agents or servants of any kind whatever, or loss, delays, or any consequence arising from combinations of workmen and others, strikes and civil commotion, or from the inflictions of quarantine whatsoever imposed.

FOR THE QUEENSLAND AND NORTHERN TERRITORY AERIAL SERVICES LIMITED.

NOTE.—This Ticket is the property of the Company, and is issued to and accepted by the passenger, subject to the conditions and regulations specified on the face and back hereof, and must be given up when demanded by any of the Company's Officers.

The conditions and regulations printed on Flight Ticket (both front and back) drawn and numbered as above are approved of and agreed to by the undersigned.

PILOT Hudson Fysh SIGNATURE OF PASSENGER A. Kennedy
EMBARKER to be found.

FIRST CLASS: ALEXANDER KENNEDY'S TICKET READING 'FIRST PASSENGER FROM LONGREACH TO CLONCURRY', WITH PILOT SIR HUDSON FYSH'S NAME ON THE BOTTOM LEFT.



FREQUENT FLYERS: (FROM LEFT TO RIGHT) AUSTRALIAN COMBAT ACE PAUL MCGINNES, PIONEER ALEXANDER KENNEDY, QANTAS CEO SIR FERGUS McMASTER, AND PILOT SIR HUSON FYSH.

with its first ever bag of mail. From Longreach, Fysh would fly 500kms south to Charleville, before loading up again and flying to Cloncurry, 1000kms back north, and then back to Longreach. Little did they know, Fysh, McGinness and McMaster, had just made history. The overall distance of 2000kms made it the longest direct mail service in the world, and the first company to use a plane solely for the purpose of mail delivery. Many aviation

companies adopted the air mail doctrine soon after but they had the ground work set out by the QANTAS pioneers, over the next decade the FK8 was a constant sight in and around far north Queensland, even heading to mount Isa twice a year at the

request of Kennedy, who visited family there, until his death in 1934, where his ashes were flown aboard a QANTAS DH-83 for one



THE FINAL VARIATION OF THE FK8 WAS EQUIPED WITH A STRENGTHENED LANDING GEAR, A FORWARD MOUNTED GUN, AND THE ABILITY TO HOLD 260LB WORTH OF BOMBS..... OR THREE SACKS OF MAIL.

last flight. Fittingly the aircraft was permanently retired in 1934 with the merge of QANTAS and Imperial Airways (now known as British Airways). The F.K.8 was a plane built for war, repurposed as a tool that brought us closer together, and will forever hold its place in Australian aviation history.

Massive thanks to John Quayle for submitting his photos for this edition of on the cover, from his trip to Amsterdam, unfortunately the aircraft he suggested, the FK23, doesn't have much documentation in regards to its flying service.

However if I had not looked into Fredrick Koolhoven, I never would have found the FK8 and this incredible story about the history of Australian aviation. If you have a suggestion for an 'on the cover' send your suggestions to kdmas@y7mail.com and we'll make sure you get a shout out!



A LITTLE TEASER FOR MARCH'S KLARION, THINK YOU KNOW WHAT IT IS? EMAIL US WITH YOUR GUESSES.



CANYON CONQUEST: I WIND, WINNERS, AND WILDCARDS



I'VE FLOWN IN WORSE: PILOTS WERE GREETED WITH A VERY ENTHUSIASTIC WINDSOCK WHEN THEY TURNED UP TO THE FIELD ON COMP DAY.

It was anything but the perfect January day, 25+ kilometre per hour winds, overcast, with a maximum of a brisk 19 degrees, but still 8 of Keilor's bravest put their skills to the test in an effort to become, Keilor's Conqueror of the Canyon.



ONE, TWO, THREE, EYES ON ME: PHILL TRIED HIS HARDEST TO KEEP THE PILOTS ATTENTION ON HIM DURING THE PILOT



THE BIG GUNS: CRAIG FIRES UP HIS HUGE SKYWING EXTRA NG, READY TO SHOW THE COMPETITORS HOW IT'S DONE

The event started as all good events should, with a sausage sizzle, Chef for the day Ray, along with Paul cooked up a massive batch of snags for the competing pilots, and spectators. The pre-event entertainment was David and Aurelio's maiden of their Pilot 90V trainer, which was probably the most stable flight of the event, followed by a few warmup flights by some competitors. After that it was all business, Event runner Phil, snag still in hand, sat the Pilots down for the pilot briefing. After going through the manoeuvres on the ground Craig, who also Judged alongside John Riley, fired up his 116" Sky-wing NG, to run through both routines for the competitors.



I'M SORRY, WHAT NOW?: MID WAY THROUGH CRAIGS DEMONSTRATION, MATT STARTED HAVING SECOND THOUGHTS.

The pilots would be judged on their accuracy, and dexterity over the course of 6 manoeuvres with a maximum of 10 points per manoeuvre, with the maximum possible score being 60. Needless to say, all the competitors would've been happy with a score over 1. While watching Craig fly the course it became apparent that with the wild conditions, this was going to be anything, but a cake walk.

After that, with our bellies full, and the gallery of armchair aces gathered in the pits, it was time for the Silver class competition, and Greg Ross and his extra were first off the line. For the first flight of the comp, Greg set a very high benchmark for the others to follow, with Greg expertly navigating the routine, and even jumping out of his comfort zone, and performing a near perfect hammerhead, with a raging tailwind! Speaking with him afterwards, he said "I usually never do hammerheads that way, so that almost caught me out... Maybe I should start doing that more" Nevertheless, an impressive feat being the first Cab off the rank.



GREGS EXTRA

Damien Sciberras was next, with the mighty Diablotin, the wind conditions ramped up as he taxied out, meaning the paper light Diablotin was now at the mercy of the sky spirits. Damien soldiered on though, and the Diablotin proved its name's sake, as the little devil pirouetted its way through the sky, nailing every manoeuvre. Despite the conditions Damien put on a terrific performance, especially considering as he was making his approach, his plane was practically going backwards!



DAMIENS DIABLOTIN



MY P-51 MUSTANG

PHOTO CREDIT: JON BELLAMY



THE PEANUT GALLERY IN ALL ITS GLORY.



MATTS DECATHALON



JOHNS PATTERN SHIP, THE LITTLE DEVIL

Next up, was none other than yours truly, with my trusty 1.1 metre P-51. Now after watching Damien I knew the wind would be a factor, but I didn't realise just how much of a factor, from take off my Mustang was jumping all over the place, but somehow, I kept it on track, and managed to get through the routine, only struggling with the Immelmann turn which I was bragging about being my strong point. Some of you will be pleased to know, that I had the roughest landing of the day, bouncing and bashing my Mustang down the runway, much to the delight of the peanut gallery.

Not to be outdone, Matt Clover saw my

mustang, and said "You know what, I'll do one better." And brought out his electric decathlon. You have never seen a trainer move like this, powered by a beefy 6S system, Matt powered through the sky, not even feeling the wind, however all that power and a high cubed wing loading has a downside, during his hammerhead, a gust of wind hit the decathlon at the right angle that sent it careering towards the pits, in an epic display of control, Matt ripped the plane away at break neck speeds, saving the plane, and the spectators. A solid effort given the conditions.

To round out the Silver Competition was John Hartley and his Pattern Ship, with the wind now at full strength he had his work



AFTER AN IMPRESSIVE RUN, AND A SMOOTH LANDING, JOHN WAS LOOKING THE FAVOURITE



SHANE AND HIS RV-8 (KEILOR FORCE ONE)



KEILOR FORCE ONE CLEAR FOR LANDING



LASER FOCUS ON PETER

cut out for him. However, as his wheels left the ground, John remained cool, calm and collected as he approached every move with precision, executing a perfect hammerhead, and Immelmann turn, the pattern ship cut through the wind like a hot knife through butter, dazzling both the judges, and the spectators, I think Phil was even a little impressed. John even had the smoothest landing of the event, a truly perfect run.

With the silver boys all smiling from ear to ear, it was time for the big guns. The gold wings Competition was opened by none other than President Shane Talbot, and his loyal RV-8 aptly painted in an air force one style livery. Shanes run, begun with a bit of tom foolery with him taxiing off the runway, onto the grass, however this was all a rouse to put off his competitors as once he got in the air, it was a masterclass of aerobatics, the added difficulty of the gold manoeuvrers didn't faze him at all, even the dreaded roll into an Immelmann turn was a cake walk for him, Just like Greg with the Silver comp, Shane had set the bar very high! A proper presidential performance.

Now the man everyone came to see, Peter Coward, and his sleek Yak, clearly the fan favourite, Peter catered to his doting fans by doing every manoeuvre twice, so they got a real good look at his aerobatic prowess. At one point in the flight, Peter even made up his own manoeuvres, showing that he is not only skilled but innovative, surely the judges



PETERS YAK



GREGS PILOT-RC EXTRA NG

award points for that. Then came the landing, Peter levelled his wings, approached the runway and gracefully landed, in an unprecedented move, Peter tried to get bonus points by taxiing right into the fence in front of the judging panel. Thankfully, neither Plane, nor judges were injured in what was a totally planned stunt by Peter.

One final competitor remained, Greg Gardener and his Pilot-RC Extra, in true Greg fashion, he was the most relaxed man at the field, taking up his usual spot of leaning against the pilot box fence, even getting Phil to lean on the fence beside him, and the flight was no different, Greg navigated his way through in a calm manner, ensuring that every input was intentional. Unfortunately, on the hammerhead, the wind prevented Greg from getting the nose round in time, but he remained composed and flew out the rest of the routine flawlessly. Even with the wind shifting to a crosswind, Greg kept his plane straight and his landing smooth.

As Craig and John tallied up the scores, there was an air of excitement in the pits. As stated before, the maximum possible score was 60, and the results are as follows.

SILVER:

1. John Hartley – 39.8
2. Greg Ross / Chris Sciberras – 38.5
3. Damien Sciberras – 23.5
4. Matt Clover – 17

John snatched victory in amazing fashion with Greg Ross and I tied in 2nd place, a mere point behind John, Damien snatched 3rd in what was an impressive result considering the conditions, and Matt rounded out the scoring in 4th but

was an instant fan favourite with his quick reaction times on the stick wowing everyone.

GOLD:

1. Shane Talbot – 32
2. Greg Gardener – 25.5
3. Peter Coward – 20

The President shows why he's the boss! Shane Claims top step with a masterclass in aerobatics, proving the air force one livery is no joke, Greg Gardener put on a show nabbing a well-deserved 2nd place, only being outdone by the hammerhead but otherwise an impressive run, and on the final podium step, but definitely the peoples Champion, Peter, who 10 minutes after the competition was up flying rings around us foam flyers!!

A massive thankyou to Phillip, Craig, and John for organising, and running this event, and a special thankyou to our very own club secretary Ras, for ensuring that members were informed and that this event went ahead smoothly. Phill has even started preparations for **CANYON CONQUEST: II** so get down to the field and start practicing!!



**YOUR INAUGURAL CONQUERORS OF THE CANYON.
SHANE TALBOT (GOLD) AND JOHN HARTLEY (SILVER)**



THE PILOT BRIEFING: AROUND THE GROUNDS - AUSTRALIA DAY AT GMAC



FLYING HIGH: DESPITE THE WINDS, THE AUSSIE FLAG WAS WAVING PROUDLY ALL DAY AT GMAC

On Friday January 26th, Shane and a group of 5 keen individuals headed down to Greensborough Model Aircraft Club for their Australia day fly in, a joint event with the Doncaster Aeromodellers Club. Most pilots would've glanced at the weather and decided not pack the car and make the trip out east, but the standard high wind flyers did exactly that. Upon arriving to the field, GMACs locals were putting on a dazzling display of aerobatics, even with the wild weather conditions.

GMACs resident EDF guru and content creator of the YouTube channels [AUSSIE RC PLAYGROUND](#) and [AUSSIE RC AIRSPACE](#), Vas Marques, was zipping his 90mm E-flite Viper through the skies. Vas was fighting the wind all the way from take-off to landing, even displaying some quick decision-making skills when the wind changed on him last minute forcing the Viper into a ground loop, but he quickly applied full power, and kept the nose level not to induce a stall, gaining speed and ultimately pulling away from the ground, saving the airframe, and showing us just why he's the EDF king.

VAS' YOUTUBE CHANNELS:

AUSSIE RC PLAYGROUND: <https://www.youtube.com/@AussieRCPlayground>

AUSSIE RC AIRSPACE: <https://www.youtube.com/@aussiercairspace>

KEILORS YOUTUBE CHANNEL:

<https://www.youtube.com/@keilorsunburyrc>

With the wind now roaring, it was time for the assassin fight to begin, Shane pulled up alongside GMACs combat specialists, all with their combat wings ready take to the skies. With all 5 men poised and ready to go, the fight was on, early on Shane tried coming in fast and high, trying to surprise the enemy pilots with his boom and zoom tactics, but he fell right into their trap. The beauty of these Assassin wings is that their set ups vary, depending on the pilots' preference, at our home field, the emphasis is on speed and strength, but down at GMAC, it's all about agility and endurance, giving Shane the speed advantage, but they had him beaten in a turn rate fight.

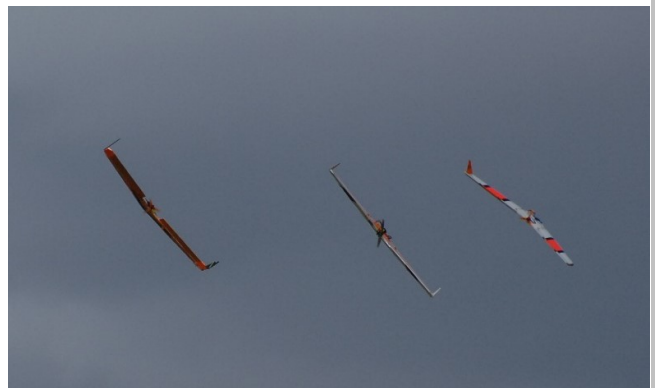
As Shane came through the school of wings, they all expertly darted away from Shanes attack sending him out the other side without a hit. However, now all 4 Assassins were hot on his tail led by 5x Australian FPV Champion and 4xMultiGP international Champion Thomas Bitmatta. Shane was on the defensive, and quickly realised that if he could gain altitude, he'd be able to escape from their clutches, and re position for another attack run. After he had pulled some distance on the pursuing horde, their attention turned to one another, with Thomas immediately striking one of the wings



EYE OF THE TIGER: SHANE HEADS TO THE FLIGHTLINE READY FOR COMBAT



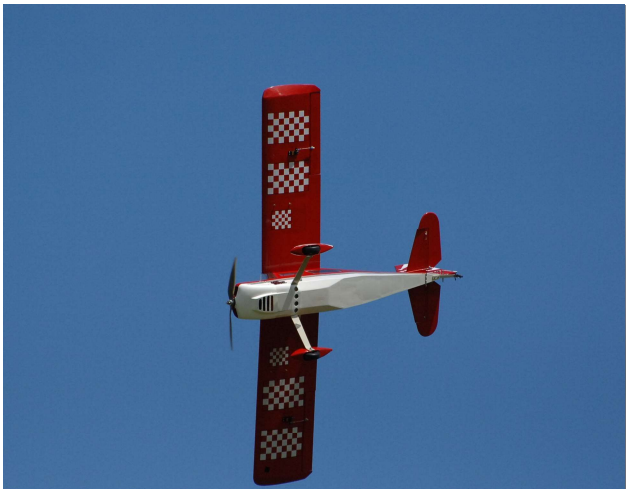
WE HAVE LIFT-OFF: SHANES ASSASSIN TAKES TO THE SKIES



STAY ON TARGET: THE GMAC PILOTS EVEN HAD ATTACK FORMATIONS



NO HOLD BARED: THOMAS MAKES AN OPPORTUNISTIC STIKE ON AN UNSUSPECTING ASSASSIN WING.



SEEING RED: JOHNS DECATHLON WAS THE PERFECT CONTRAST TO THE DREARY SKIES ABOVE.

wind faze him in the slightest. Damien and his Diablotin followed suit, letting the breeze guide their way through the skies. Damien got a little bit unlucky after buttering the landing and finding the only divot in the otherwise pristine

out of the sky, and then turning his attention to the Assassin being flown by his father, Paul. This left Shane with a golden opportunity to strike, as both wings were moving slowly below him, he rolled his wing and hurtled through the pair sending them scattering away from one another, before recovering and continuing their duel, Shane kept this up while they took each other out, in the end being the only pilot not to be downed by an enemy aircraft. Credit to all Pilots involved, they really don't mess around in Greensborough!

After all the pieces of foam were picked up from the runway it was time for the crew from Keilor to put to on a show. Fresh off his conquest of the canyon, John immediately took to the skies in his Decathlon, not letting the



ALSO SEEING RED: DAMIEN COPEDE THE UNLUCKIEST OF BREAKS AFTER A PHENOMANAL FLIGHT AND SMOOTH AS BUTTER LANDING, MANAGING TO FIND THE ONLY DIVOT IN THE RUNWAY, I'D LIKE TO THINK HE WAS JUST INSPECTING IT.

runway, damaging his undercarriage, as a unanimous moan could be heard from the pits as every pilot could feel his pain. John on the other hand seriously impressed everyone by getting an over 10 minute flight time out of his electric decathlon, with plenty of juice to spare, and he was being anything but easy on the throttle, showing off the skills that won him the competition just the week earlier.

The performer of the day was our very own Hayden, with an impressive array of Aircraft, from his 50cc Extreme Flight Extra 300 to his 12S Mig-29 there was something in his hanger for everyone! It wasn't all fun flying though, with Hayden teaming up with Vas to do some testing on a new set up for his

50mm Habu, proving that science is fun, especially when there's speed involved. Trading speed for stability, Hayden then took to the skies in his Tundra for some slow speed formation flying with GMAC member Kevin and his Maule, the two of them almost staying inverted for their entire flight, Hayden even ended up inverted on the runway.

As the winds kept on blowing Michael brought out his Conscendo to test the conditions, floating high above the pits, stationary in the wind, all while



THUNDERSTRUCK: HAYDEN TAKES HIS 50cc EXTRA 300 UP FOR SOME FUN AEROBATICS.



NEGATIVE G: THE PILOT IN KEVINS MAULE MUST'VE PASSED OUT BY NOW.



LANDED: HAYDEN PERFORMED A TEXTBOOK NO WHEEL LANDING, MAKING SURE TO PROTECT THE WHEELS AS TYRES ARE EXPENSIVE.



FREE BIRD: MICHAELS CONSCENDO HANDLED THE WINDS BRILLIANTLY



BLUE PLANE, BROWN PANTS: THE CORSAIR WAS VERY CLOSE TO BECOMING A LAWN DART, THANKS TO PAUL BITMATTAS FOR CAPTURING THIS SHOT AS SHE HURTTLED TOWARDS THE PITS.



PLANE GO BRRRRRT: HAYDENS 12S A-10 WARTHOG IN ALL ITS GLORY!

PHOTO CREDIT: PAUL BITMATTAS

his brother Peter, an expert scale modeller, was deep in conversation with GMAC locals exchanging knowledge from both hobbies. I'm sure we'll get a transmitter in his hand at some point. After watching Michael graciously glide his Conscendo down, I saw my opportunity to ditch the camera and finally get some flight time in. Taking my Corsair up, it was apparent that the winds were no joke; I even stalled mid turn as the wind speed exceeded the pace of the Corsair sending it in a downward spiral towards the pits, and by some stroke of luck I recovered much to the joy of the pits.

As the winds died down, the big planes came out, with Kevin and Hayden seizing the opportunity to get their big toys out. Hayden flew his giant 12S A10 warthog in stunning fashion, much to the delight of GMAC photographer Paul, who got some insane shots of this beauty, but the real



THE SPIRIT OF AUSTRALIA: YOU'D BE FORGIVEN IN THINKING THIS WAS A BEING 737 FLYING OVER KDMAS, BUT NOPE, IT'S JUST KEVIN'S AL-37 GRACING THE SKIES **PHOTO CREDIT: PAUL BITMATTA**

showstopper was Kevin's AL37 in a QANTAS colour scheme, Kevin timed the flight just right, as the winds became much more manageable, he took to the skies in amazing fashion, gently steering the model in a scale manner.

Thanks to GMAC, and DAC and their committees for putting on this amazing event, to Paul Bitmatta for the incredible photos, and to all the pilots that attended. After Shanes impressive performance in the combat arena, I'm thinking there could be a GMAC vs KDMAS combat tournament in the future!



IT'S A BIG DEAL: KEVIN SHOWING THAT SIZE DOES MATTER.

PHOTO CREDIT: PAUL BITMATTA

YOU CALL THAT A PLANE: HAYDEN SHOWING OFF HIS HUGE MIG 29!!

PHOTO CREDIT: PAUL BITMATTA





DATES TO REMEMBER

VICTORIAN IMAC – ROUND 1 –

SATURDAY 03/02/24 – SUNDAY 04/02/24

NORTHERN FLYING GROUP

NEXT WORKING BEE –

SUNDAY 18/02/24 – 9:00(0900) AM START

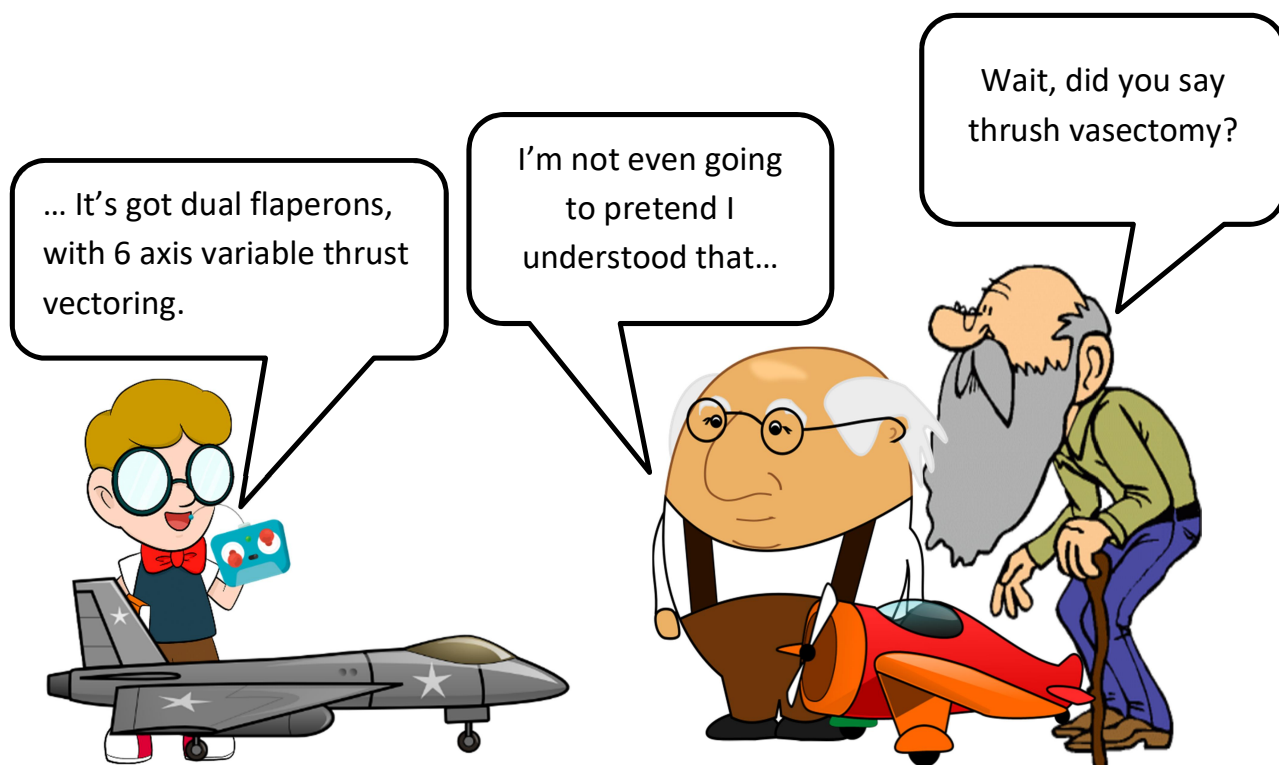
NEXT COMMITTEE MEETING –

SUNDAY 18/02/24 - POST WORKING BEE

MELTON CAR BOOT SALE/FLY-IN –

SATURDAY 25/02/24 – 9:00 (0900) – 3:00 (1500)

MELTON MODEL AIRCRAFT ASSOCIATION





FOR-SALE

CLASSIFIEDS

SELLER	ITEM	PRICE
ANDREW (0432 196 898)	x3 HRB 3S 1800mAh LiPo batteries	\$30 FOR ALL 3!

SELLER	ITEM	PRICE
ANTHONY WILSON https://www.rcrader.com/category/340/Aircraft-Electric/listings/141642/Hangar-9-14-scale-J-3-Piper-Cub.-106.html	Hangar 9, 1/4 scale J3 piper cub, 106" - Electric Info in link	\$950 Enquire through link



SELLER	ITEM	PRICE
KDMAS	x2 UNKNOWN NITRO PLANES. GLIDER WITH TOW LINE. ASSORTED PARTS	AUCTION SOON!! BRING CASH TO THE NEXT WORKING BEE!





PHOTOS FROM THE FIELD – JANUARY 2024



AFTER A LONG HIATUS, NICK PULLED OUT THE FAMOUS EFX RACER!



MATT LAUNCHES HIS VELOCITY



ANDREW AND HIS E-FLITE VIPER



JUST A QUICK GAME OF CHASEY BETWEEN FRIENDS



JOHN GETS READY FOR A BIG PERFORMANCE AT THE COMP DAY



STEVE SWAPPED THE WINGS FOR WAVES WITH HIS ZELOS WAVE RIDER!



JOHN AND MATT SHOWING JUST HOW CLOSE THEY ARE AS FRIENDS



HAYDENS HANGER 9 ULTRA STICK MAKING AN ULTRA SLICK LANDING



NICK HAS BIG PLANS FOR HIS LIPPISCH P.15



ANDREWS IMPRESSIVE E-FLITE 90mm VIPER.



STEPHENS YAK 54 WAS RUSSIAN AROUND ALL DAY!



EVEN ON THE MAIDEN NICK HAD THE LIPPISCH DOING PERFECT KNIFE EDGE PASSES



EDDY JR FOUND HIMSELF A TASTY SNACK WHILE HE WATCHED THE AFTERNOONS ENTERTAINMENT FROM THE CANYON.



ANDREW AND HAYDEN SHOULD BECOME FREEWING AMBASSADORS AT THIS POINT CONSIDERING THEY BOTH HAVE AN AMAZING COLLECTION OF FREEWING EDFs LIKE ANDYS F22, AND HAYDENS F9F COUGAR



DAVID DUG A HOLE, WHILE PETER, RAS, AND SHANE SUPERVISE, NICE WORK GENTS.



PUT IT IN H – GREG TAKES THE RETRO RIDE ON OUT FOR A SPIN.



A MAIDEN FLIGHT SO GOOD EVEN THE NOSE WHEEL DECIDED TO TAKE A BOW, EVEN AURELIO COULDN'T BELIEVE IT!



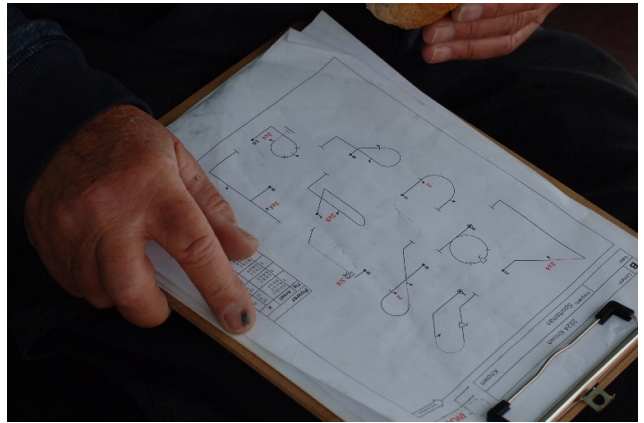
CRAIG MUST'VE LET ONE RIP IN THE PILOTS BOX FOR JOHN TO BE COVERING HIS NOSE LIKE THAT



SHANES WINNING FLIGHT AT CANYON CONQUEST STARTED OFF WITH HIS RV-8 TAKING A TRIP TO THE DIRTY STUFF, PROBABLY A PLOY TO THROW HIS OPPONENTS OFF.



GREG WAS COOL AS A CUCUMBER DURING HIS COMP RUN, EVEN WITH PHIL BY HIS SIDE



PHIL RUNS THROUGH THE SPORTSMAN ROUTINE FOR 2024 AHEAD OF ROUND 1 OF THE VICTORIAN CHAMPIONSHIP



PETER WAS OVER THE MOON AFTER AN IMPRESSIVE 3RD PLACE!



**OUR BUDGET CROWS NEST FOR ALL THE BEST SHOTS
PHOTO CREDIT: CHI DANG**



ALMOST A SELLOUT CROWD! THE ARMCHAIR ACES HAD SOME TOP NOTCH BANTER DURING CANYON CONQUEST.



RAY COOKING UP A FEAST AT THE WORKING BEE



JOHNS DECATHLON WAS A MASSIVE FAVOURITE AT THE GMAC AUSTRALIA DAY FLY IN!



HAYDEN BROUGHT A WIDE ARRAY OF AIRCRAFT TO GMAC, THIS ISN'T EVEN HALF OF THEM!



HE ALSO BOUGHT HIS PITTS SPECIAL



... AND HIS MIG-29



... AAAAAANNND HIS 50mm HABU



OH AND OF COURSE, HIS A-10.



MEANWHILE MY FLEET CONSISTED OF MY CORSAIR (TOP), MY MUSTANG (LEFT) AND ONE VERY HEAVY CAMERA BAG. (NOT PICTURED)

**PHOTO CREDIT:
PAUL BITMATT**



MULTIGP CHAMPION THOMAS BITMATT A PUT ON AN IMPRESSIVE DISPLAY WITH HIS RACING DRONE.



DAMIENS STRYKER DANCES WITH THE ANGLES IN THE HIGH WINDS AT GMAC



WHAT GOES UP...



... MUST COME DOWN.



UNFORTUNATELY GREENIES VAMPIRE SUFFERED AN AILERON FAILURE AFTER TAKE OFF, AFTER HOURS OF SEARCHING FOR THE CRASH SITE THE RECOVERY TEAM ABANDONED THE SEARCH.

NOT TO BE BEATEN, STEVEN WENT OUT THE NEXT DAY AND FOUND THE STRICKEN WRECK.

A LITTLE BIT OF HOT GLUE AND A CAN DO ATTITUDE, AND SHE'LL BE BACK IN THE AIR IN NO TIME!

**PHOTO CREDIT:
GREG GARDENER**





CRAIGS EXTREME FLIGHT SLICK 580, READY TO TAKE ON THE OPENING ROUND OF THE 2024 SEASON



AS IS PHIL AND HIS TOUCAN!



JOHN GETS THE BOOMERANG AIRBORNE.



BOOMERANG APPRICIATION POST, WOULDN'T BE THE NEWSLETTER WITHOUT ONE



GEOFFS DEVIL 3D, AN ABSOLUTE WILD CHILD!



GEOFF, JOHN, AND CRAIG SHARING THE SKY



**NOTE TO SELF,
DON'T TELL PHIL
HIS PLANES ARE
JUST BIG TRAINERS.**



FLYING THE RIGHT WAY UP JUST WASN'T FOR GEOFF ANYMORE



MICHAELS SUCCESSFUL REMAIDEN OF HIS P-51 AFTER AN EXPERT REPAIR JOB



LOOKING AS FRESH AS IT DID THE DAY IT CAME OUT OF THE BOX



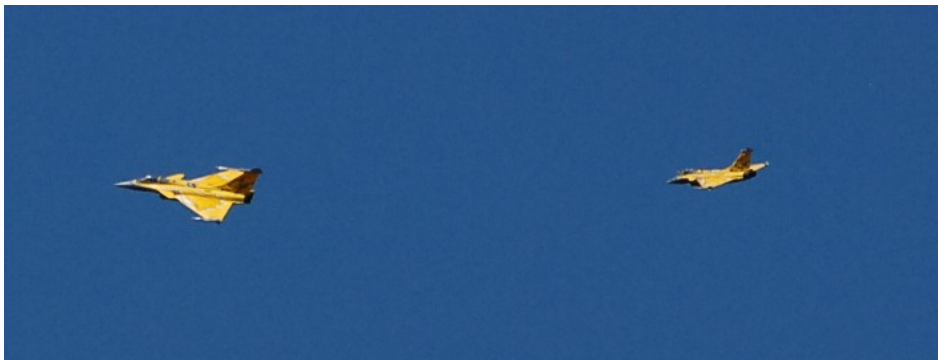
MATTY LIGHTS UP THE AFTERBURNERS ON TAKE-OFF WITH HIS RAFALE



WITH HAYDEN JOINING HIM FOR SOME FORMATION FLYING



NOT ONLY DO THEY LOOK GREAT, THE SOUND IS ALSO INCREDIBLE TOO!!!



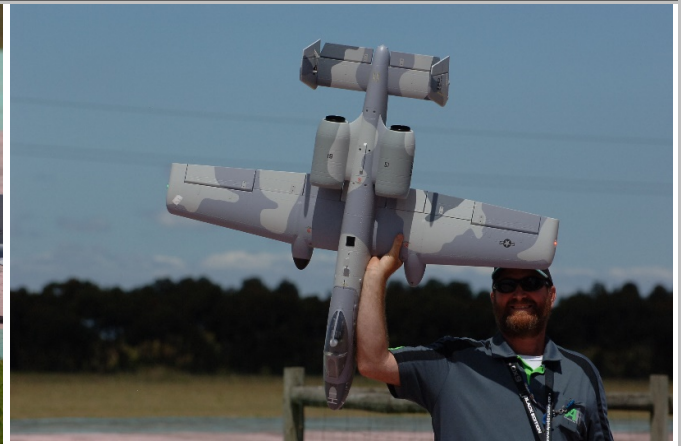
**NEVER LEAVE YOUR WINGMAN.
HAYDEN AND MATT ON EAGLE WATCH OVER THE CANYON.**



BUT WAIT, THERES MORE! A-10 APPRECIATION STATION

January saw a wide array of models at the field, but there was one plane that was a constant at the field, regardless of the conditions. The A-10 Warthog, Andy, Damien, Hayden, and Matt all brought their warthogs to the field multiple times, and as a result... I've got way too many photos of them, so please, enjoy the next few pages of A-10 erotica.







IF YOU HAVE ANY IDEAS FOR THE NEXT INSTALLMENT OF THE KLARION, FEEL FREE TO EMAIL US AT kdmas@y7mail.com , SEE YOU ALL AT THE FIELD! HAPPY FLYING.