



Old Fokkers Inc

Tongue in cheek? Sure is, but having fun is still okay. The main point of the name is to increase the likelihood of model aviation appearing on the live telecast Good Friday Appeal for the Royal Childrens Hospital. Mum used to volunteer in the cancer ward. Which is why I bought this Fokker D-V11. Just as this was written it dawned on me I cannot recall ever having flown a Fokker.

A few phone calls to credentialled competition flyers was enough to garner the ten names needed to satisfy VMAA minimum requirements to register a club and the name was incorporated January 2026. I donated the fee with a view to gauging if there is sufficient interest to proceed with formalising a scale racing club. The only way to do that is by running an event.

The Model Rules allow eighteen months to hold the first AGM to elect a committee. The last



Fokker DV11by Hangar 9

possible date being July 23rd 2027. Just shy of two months after the event. Which is being conducted by myself, as an individual. Thanks again to Tony Wilson and Jon Goudge and their respective committees for allowing me the opportunity to apply what I think is required to promote the concept of competitive aeromodelling. Which in turn, drives product development.

First order of business

Official stickers were printed. Problems lodging the annual return for an organisation, yet to hold the inaugural AGM,



Official logo, Fokker E111 flown by Brian Green in the 2006 FAI F4C World Championships

with no assests, no liabilities, no members and no bank account has encountered turbulence. Put another way, my efforts encountered significant headwinds. Dare I say it hit the proverbial pothole. The lodgement attempt has been officially noted and I'll just wait til I hear back.

The bank account setup for Dad's probate is available so that can be used if need be. When the inevitable concerns raised by a few old fokkers happen, that non-issue will be easily dealt with. I don't see the need to start up a specialist club to conduct one event a year, but that's just my view.

Witnessing what happened when NSW Pylon Association attempmt to hi-jack the Large Scale Racing Club AGM a few years ago, I think the Kawasaki Z club setup has a lot going for it. To be a full member with voting rights, I have to own a 900 or 1000cc bike. Mine is a 750 so I don't get to vote. That has a lot going for it.



Of course not being interested enough to vote negates your right to complain.

In the meantime I'll get on with promoting the event next year. Not much to say until the new Nemesis ARFs arrive. Which are expected in December.

I've finally started on the first of my two Golden Era models. The only other one I know of that is flying right now is the very colourful Mew Gull of Byron Simpson's. The silver Hawk in the cover pic is owned by Adrian Coggins in Qld. Peter Goldsmith flew it a few years ago at the Calvert event. Spoke to Adrian last year and the model is still going.

The yellow and red Mew Gull is owned by Richard Mudge. Which he still has. Hoping I can entice Mudgee to get it going again. He works in the wine industry. That is one of the reasons the event is in late May - June. If not, my Golden Era

The only shot ever I ever had photo shopped in RCM News was snapped this pic just before the final. Felt it was good for business to get Number 2 advertiser in shot

inline will be a demo. Something along the lines of a speed comparison. The one I tried at Sandown 2016 didn't go that well. The course wasn't long enough to show the speed differential between the F1 and F2.

My concept of getting Mr Smoothie back into the air was to fix the undercarriage doors, drop the new donk in and re-install the radio. I'm not quite sure how to broach the subject as to how a simple engine change and general tidy up took on a lot more work. Having



stated my idea to someone whose aeromodelling experience and integrity I respect enormously, what transpired after our quick conversation and my leaving the engine cowl and canopy hatch for his consideration, the condition of the paint is now a major problem. Okay. His exuberance shamed me into it and I thank him for it. It was the right call for my Dad's aeroplane. But, two can play at that game. The other Golden

Mr Smoothie



Remnants of castor oil- Uggh



Not as light as Robarts, nevertheless, these heavier Aussie retracts manufactured by God's gift to model jet flying work fine



Engine out



Had to bypass this Great Planes refuelling valve when it jammed at Adelaide. This will be ditched



Geometry and pneumatic ram on each large door works fine. Below 250 kph. If a locking servo and the sequencer on the Futaba 16iZ doesn't fix the problem of them departing, I'll use Cessna's 172 RG setup with the doors fixed shut

Before



Bloody hell! Leave a model lying around for a few engineering ideas on cooling and the major issue turns out to be paint

After



Era In-line is my Dad's DA 85 engined Miles Hawk Speed Six. The late, great, Brian Borland corrected me about using the correct designation. He flew a Hawk in the 2006 FAI F4c Scale World Championships. At the flag presentation, persons or persons unknown, took it upon themselves to bleat a sheep noise when the Kiwis unfurled their flag. Shameless conduct indeed.

The Hawk Speed Six has a potential problem with aileron flutter. It uses the same internal torque rods made with K&S

3/16th spring steel wire as Mr Smoothie. Except the aileron one is much longer and there is a lot of flex.

Do I fly the thing and to find out? Having access to a full size strip is where I would test it out. I wouldn't try that at a club field. The prospect and cost of drilling a DA-85 into the deck doesn't excite me either. The safer option is cut into the wing and install servos outboard. Two in-lines would make a demo race and I could possibly shame the phantom painter into flying one.

The other option is to leave the model as a hangar queen and use the donk in an Extra 300. The Extra and Foka glider tha



Internal canister muffler and control linkages



Managed to move most of this lot

both don't fit into my ute. I have just advertised the models on Facebook, along with a few other models and heli bits n pieces. Not fussed whether they sell or not but collecting my trailer from storage makes an outing a bit of a pain. I'm not interested in competing in IMAC either but the Extra would make a great glider tug.

Competing in a Classic Pattern comp is of interest and I purchased this .60 powered English design last year. Flies as expected but I have no real affinity with it. I can compete with Dad's electric powered Whistler anyway although its not quite the same buzz as the glo powered. I often ponder if IMAC will go the same way as FAI Pylon, at privately

Both don't fit



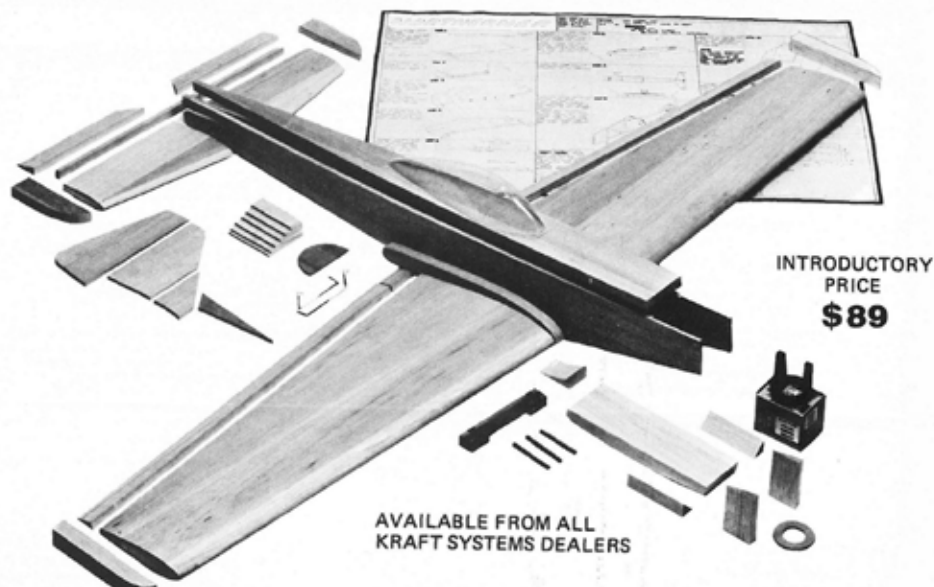
Calibre 60



Kept these three



Whistler



1974 advertisment in Airborne magazine

owned fields. Noise is one factor. Another is an increasing expectation that airspace is limited to one model at a time. The same happens with F3a. Quite a few practitioners I've seen also select the best weather to practice. One answer to hogging airspace would be to designate Tuesday mornings and Thursday afternoons, twice a month, for aerobatic practice. Who knows their scores might improve too.

When I competed there was Novice and Expert. Airspace on Saturdays and Sundays was a lot busier then. You learnt how too occasionally dodge traffic. Cost of models is interesting too.

Before turn around came in, a competitive 60 inch F3a model with engine, tuned pipe, retracts and five servos cost around a grand. The average basic wage was \$250 per week. According to Chat GPT, so it could be true. Four weeks pay and you had to build and paint it. Today the average weekly basic wage is a grand. Which will buy a 60 inch Curare ARF. That's a Classic Pattern. F3a is different. The cheapest kit I found was two and a half grand. Information on what constitute a kit is practically non existent.

Upwards of seven grand for a top level design has to be a factor why entries are so low. Another thing is the number of classes.

Wandered off topic a bit but cost for scale racing isn't a problem as I see it.



Formula One USA style 1972

\$1500 - \$2000 will get you going. Racing is relatively easy way to compete. It's great fun and gets you going. Diluting the field with too many classes is a problem. Lack of product availability will see Texan, Red

Bull and Golden Era reduce over time. Concentrating on F1 and F2 is way to go. As much as I love racing planes, unfortunately they are low volume sellers. If sufficient

numbers don't sell in the USA and Seagull Models pulls the pin, that will be the end of it. The only way I see to secure scale racing's future is to invite the public.

Registering a special interest club allows applications for MAAA and State Association funds, but the amounts are modest. Offering cash as prize money would really help attract new entries. Entry fees and grants on their own aren't enough to achieve that.

Completing my RAA License has slowed a little, mainly due to weather. I've completed three of the four initial navs. If I'm up

to scratch after the fourth, my first solo
Nav is next.

The motorhome / caravan dealership where I've been working as a sales contractor has moved to Ballarat. No more selling. Hooray, but there will be ongoing work setting up their exhibits at caravans shows. This has been expected. Not working five days a week has finally freed up my time to get some value from my CASA drone license. The past few weeks I've been cold calling funeral directors re scattering ashes from models. The other thing I've been plugging away at is Banner Towing. Thinking there might be a quid doing that.

The Sukhoi and Decathlon, both 74 cc Zenoahs, easily pulled the large Tatter-

salls banner. Towed at Calder Park and blokes came out from everywhere asking to have their sponsors banner towed. To knock out a video I fitted a tow release to the Cassutt. It pulled the five metre banner easily. I didn't even have to change the 20x15 to the 21x12, previously fitted to tow a six metre glider. That was a surprise.

Engine failure with banner attached was also a surprise. The tow release stopped working so to get the last bit of footage, I made what turned out to be a bad decision. Hooking the towline around the undercarriage and flying without a release wasn't a problem.

Unless the engine stopped. Which it did. Sixty degree angle of descent to maintain airspeed but nowhere near enough energy to round out and flare. Undercarriage ripped out. Tempting as it may be, hand launching the Cassutt to see how much difference not dangling



My next nav



Burying the Bridgestones might add the extra 20 kph needed to race a Nemesis





Calder Park Raceway is the most demanding place I have ever flown from



Balancing trailer tyres is worth it

the Dunlops makes, did not happen. At least I hadn't run it out of fuel. Removed the cowl to find the spark plug had unwound. Yet another surprise. It was next to impossible by hand to twist the plug inside the cap.

The last engine failure I can recall from a petrol engine was the Zenoah powered one fifth scale Spitfire. Climbing out over the lake at Sandown the plug lead popped off. First start of the day required the plug removed



Small compensation but at least it hadn't run out of fuel

and spun over with the starter. I hadn't pushed the lead back on hard enough. Vibration is interesting. I've had servo and cowl screws unwind from models inside my model trailer on long trips. Balancing the wheels stopped that happening. One tip I can pass on from working in the caravan / trailer industry the past eight years? Trailer tyres are not balanced. Hauling high value and relatively complex models, it's really worth spending the extra.

The very mention of electric power often brings vehement responses from the piston power brigade. I don't know why. In this case though an electric WW1 Fokker doesn't seem quite right.



Fokker EP



Fokker 160

It's been two years since my father died and some time back I began to ponder how much good time I had left. Six months ago I decided to finish my working life with something to do with aeroplanes. To get my Futaba stock moving really required attending club fields and events. The amount of effort required changed my mind. Watching how Col Taylor did business at the Shepparton Mammoth all those years ago struck me as a really hard way to make a quid. Col's products were always well priced yet modellers couldn't help themselves screwing him for a better deal. When Col got out and Terry Griffiths bought the stock I think he did one Shepparton event and gave it the arse.

Selling quality for a fair price is harder than selling cheap. That has never changed. Modellers justifying that a crash didn't really matter because the gear was cheap isn't new either.

Back when I started flying you had to apply for a license to operate a radio control set for flying model aircraft. Now you don't. Regulations in most avenues of endeavour have changed to the point where policing seems to become involved, after the fact. Dark windows in cars is one example. Being able to see the car driver is an important factor for a motorcyclist. Today almost every car I see with tinted windows are using a tint value that is supposed to be available only for ambulances and the like. Who is policing that? Virtually no one. In the event of a stack, illegal tint gives the insurance company the ability to deny a claim.

No doubt the clause in the scale racing rules that an entry will not be accepted unless the transmitter has the ACMA C-Tick or RCM label will piss a few aeromodellers off. Supporting the companies that do comply is the right thing to do. I don't have a problem with the new brands of gear



Yours truly at the Lilydale Club in 1972

persea. Marketing based on World Championship winning credentials still works and you never know what the next big thing is, but recently, I just shook my head watching individuals and clubs feign over the FR Sky fella.

When the people selling the gear in this country that don't stump up the dosh to pay for the compliance label, why should I bother supporting them? ACMA raided Brian Simpson's Futaba agency a number of times and I've yet to hear of the regulator ever bothering with small garage businesses that don't comply. Like most things, it will take a catastrophic accident. Then the shit will hit the fan. Watch everyone will duck for cover. I'm just not

willing to expose myself to that potential financial risk.

My father often used to say "if people are stupid enough to use cheap gear, well good luck". I always reckoned that was a bit harsh. Not everyone can afford the top level gear and Kraft radios were expensive back then. The landed cost of a Futaba set in the 1970s was half that of a Kraft. Now it seems Chinese product has a similar advantage. Having inside knowledge of what happened to Kraft, when it failed to compete with Futaba, one wonders what the leading radio



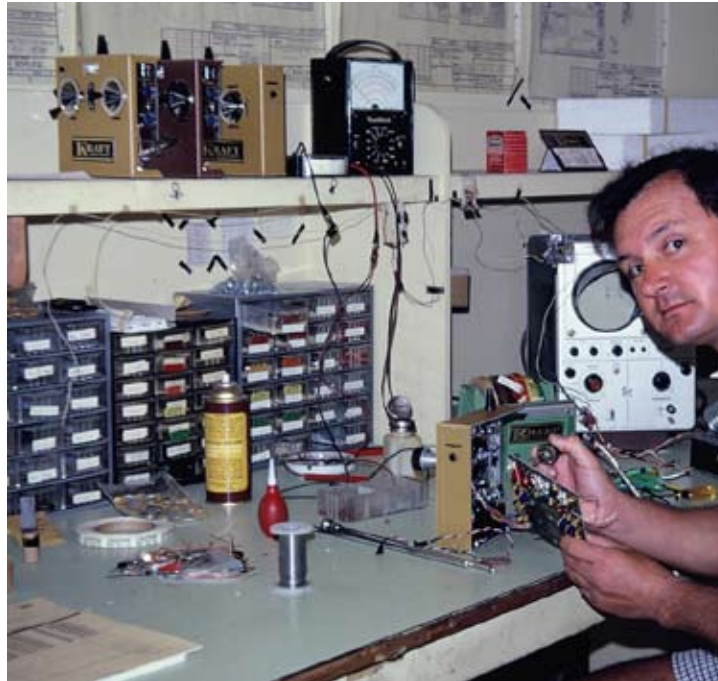
Digitaire Services 1969

manufacturer will be ten years from now. Sure, on some levels Futaba is slow to compete but it is the best product, with a very wide range for the overwhelming majority of applications. The two photographs, top left, also show something that has changed. Repairing is hardly needed today.

Quite a number of retailers, including myself, didn't get even get the courtesy of a phone call or an email from the new people when the agency changed hands. If that is any guide as to their expertise, they have a lot to learn about the RC aeroplane market. I'm out of it now and don't have to deal with the new Fokkers.

It's very handy being able to pull stuff off the wall when you need it. I've kept enough to gear up what I want for the next few years.

More news in December. S.J.G.



Kraft USA 1971



When Kraft was king



My last retail Futaba sale on its way