

Goodbye Air Racers, next year marks twenty five years since that Sensational Adelaide Air Races event. Next year I turn sixty three. DOH!

After numerous attempts I'm having one more go at getting two large capital city events going. In conjunction with Aeromodellers NSW with club presidents Bob Carpenter (Sydney) and Mark Sills (Melbourne) suitable flying fields are secure. Building a major event on the RC calendar requires money. Which can be put back in.

If your interest is in ARF, Paul Hewitson's and Byron's Nemesis are neck and neck clocking 250 kph. Most of us have stuck to the gentleman's agreement of keeping the engines stock. Whilst the Seagull product has proven up to it I don't want to see the balsa ply F1s going any harder. The F2s are great

Talking to the chaps there are a few interested in getting a build category going. Michael Lynch, Ian Bendle in Victoria are interested to build an F1 to the 35% rules proposed a few years back. A copy has been sent to Richard Mudge in SA so he might just come out of retirement. Byron's Rivets is half done. Bruce De



Byron Simpson's Rivets

Chastel is keen on a Rivets too. Speaking with Karl Harrod a few years back to sort out what's best, we agreed to keep the high aspect ratio designs out of it. My balsa order has arrived but before I start cutting I want to finish getting

Dad's two Golden Era inlines back into the air. In the meantime WG Gilderslag has almost finished editing our newsletter Bank and Yank and Race Craft videos which will be available when Speed Weekend website goes online. SG.



Michael Lynch BONZO

Goodyear Build Class

Scale	35%
Maximum Wingspan of Prototype	20 feet
Minimum cowl width of model	300 mm
	inches
Wheel Diameter	4 inch
Wheel Width	1/2 inch
Spats	As per prototype
Engine	62 cc
Prop	Open
Fuel	Petrol
Ignition	Spark
Exhaust	Expansion or tuned pipe
Radio requirements	ARF rules

"LIL MISTY I"
KENN HAAS



Race Craft with WG Gilderslag