



One of the many colouring competition entries from the Aeromodellers NSW stand at the Western Sydney Model Show held on Sun 12th June at the Regatta Centre, Penrith Lakes.
Zahli says: I want to learn to fly because "it's fun".

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Diary Notes

Next Aeromodellers NSW Meeting

Friday 8th July 2016, 8:00pm at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.

Following Aeromodellers NSW Meeting

Friday 12th August 2016, 8:00pm at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.

Newsletter #388 (September 2016) deadline for submissions:

Tuesday 16th August 2016 – note there will be no Newsletter published in August.

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Please forward any changes of mail or email address together with your AUS Number directly to the Registrar

General Monthly Management Committee Meeting Minutes

Aeromodellers NSW Inc

DOOLEY'S Waterview Club
Cnr Clyde St & Silverwater Rd, Silverwater

Friday 10th June 2016

Meeting Opened: 8:05pm

Attendees: S Norrie NSW SAS, G Atkinson WRCS, B Carpenter, J Slaverio, HMAS, B Thrift CVRCMAC, J Randle NSW Pylon, R Masters WPMAC, D Lewis Coota, M stone HSL, B Young CMAC, A Nolan ROW, C McCarthy PRCAC

Visitors:

Apologies: T. Nolan Vice President, J Deece HMAS, G Hutchinson HMAS, E Ashley CVRCMAC

Minutes: Motion: That the minutes of the meeting held on the 6th May 2016 at DOOLEY'S Waterview Club, Silverwater published in Newsletter 386 be accepted as a true and correct record of that meeting.

That the financial reports from the May meeting as published in Bulletin 35/2016 be accepted.

Moved: WRCS **Seconded:** WPMAC **Carried**

Business

Arising:

Correspondence: *(N.B. Items of correspondence with one * are for information, items with two ** require a decision.)*

Correspondence In:

From MAAA:

- M 1.1 Wingspan is now out
- * M 1.2 Notification of ACCC action from AMAS
- M 1.3 MAAA Request for flying ability of members for Public Display
- * M 1.4 MAAA Insurance annual notification
- M 1.5 MAAA March Executive Minutes
- * M 1.6 Letter to all members from 2016 Annual Council Conference
- * M 1.7 All Council Members - Letter of Complaint
- * M 1.8 MAAA Survey

So, until such time as all three Ordinary members present an agreed joint proposal for consideration, the status quo will remain. All three Ordinary members will function independently and retain all rights and privileges. Likewise, all affiliate members will retain all rights and privileges as members of their respective Ordinary Member and the MAAA.

The MAAA President has also advised that both his and the Secretary/Registrar's reports to Council will be published on the MAAA Web site. This will provide all affiliate members with the same information that was provided to the NSW and other State and Territory delegates.

The MAAA Executive made it very clear to the Council Delegates that in accordance with the Statement of Rules it is the responsibility of the Council to direct the Executive and not the role of the Executive to set the overall direction of the MAAA.

On the issue of the Secretary's remuneration package, the MAAA Executive and the Vice President presented the Council with sound evidence of their research and the procedural fairness they used to develop the package and the contract. Evidence was provided of remuneration packages for similar organisations in both size and complexity to arrive at a salary package for The Federal Secretary's position. The contract is for three years, and Kevin Dodd indicated that he will not be continuing after that time.

There was an acknowledgement that Council Delegates need to involve their Clubs and Affiliate Members more in the consultation and decision making process. Whilst the MAAA Executive was at pains to say they were not responding to Social Media it was very clear they are monitoring commentary in some areas. The MAAA President was clear that Council Delegates could and should openly discuss all matters with their Clubs and Affiliate members so that they bring to Council an informed and agreed position from their membership.

Marketing was an interesting example, where there was an expectation that the funds designated would simply be approved. In fact, a number of Delegates sought more information on what was being delivered for the rather large investment. After much discussion it was agreed that the material in the marketing plans etc need to be circulated so that the wider membership has an opportunity to see what they are actually getting for their investment.

The MAAA Executive advised that the Sandown event will not be run again and that they are looking to make investments in each state to encourage them to develop more localised and customised events for their respective members.

The Treasurer responded to the issues raised by NSW directly and we were comfortable that the issues have been answered. The subject of the auditor was addressed and whilst the current practice is not at odds with legal requirements the Council resolved there would be a change of Auditor in order to address any possible perception of a conflict of interest. Note: This action was moved at the Mid-Year President's Conference but could not be formally voted on until the Council Conference.

Generally, the Council have begun to acknowledge that there is a need for greater transparency and evidence of consultation with our wider membership. It will be interesting to see how much information is formally released in the next few months.

The participants were also advised that the information that was provided to your delegates prior to the conference and was the basis for the determinations made by Council will be published on the MAAA web site.

CASA Presentation

Mr Zane Tully from CASA, who is the Sport Aviation Operations Officer in the National Assurance Section of the Safety Assurance Branch was present through most of the Conference and gave a very informative presentation on Risk Assessment and Model Aircraft. In all our dealings for Area Approvals and Public Displays we are required to provide a Risk Assessment that meets the CASA requirements. For those members and Clubs that need more information please feel free to contact the ANSW Secretary. We will be working to provide guidelines and templates for future applications to assist our Clubs.

It was made very clear that we need to improve the standard of our Risk Assessments. Whilst I know that we all carry out the basic issues in our heads there is a requirement for them to be documented. The ANSW Secretary has some current applications which will need to be extensively reworked to ensure they meet the standard expected and required by CASA. These are important documents and they reflect/demonstrate our level of professionalism to the Regulator. If you are not sure of what is required or need assistance then please contact the ANSW Secretary for help as there are existing examples available to help you with your applications.

Use of MOPs to Allow FPV Flying

An interesting topic presented covered FPV flying. Under CASA regulations there is no provision for flying FPVs in Australia. The regulations **specifically state** that a Model Aircraft **must at all times be kept in Line of Sight without the use of any binoculars or other visual aids.**

MAAA have MOPs that do provide for this activity and therefore any approvals are to be carried out in accordance with MAAA MOPs and as an exemption to the CASA Regulations. No other Body has an approved procedure at this time and therefore by default you can only obtain official permission to fly FPV if you are a member of an MAAA affiliated club and consequently operating under the MAAA MOP system.

Financing Club Activities

ANSW maintains its fee structure to the minimum required to cover the administration of State based activities and therefore is not in a position to provide grants to our member Clubs. If we were to provide grants/funding, there would need to be an increase in fees to allow an account to be established. As an example of this: whilst we were paying off the Cootamundra field all members were levied \$5.00 per year. As soon as the loans were repaid we dropped the levy. This was an example of your organisation minimising the overheads. MAAA does provide for the funding of improvements to Club and State facilities.

MAAA MOP11 (ALLOCATION OF MAAA FUNDS POLICY AND PROCEDURE) has all the information on how Clubs can obtain access to these funds. The key to accessing these funds is that the application must first come from the Club.

ANSW will work with Clubs to assist in the application process, however, bear in mind, we cannot complain about other clubs or organisations that receive MAAA funding when we ourselves don't make the effort.

State Fields

ANSW (in those days MASNSW) was the first organisation to obtain MAAA funding for a State Field (Cootamundra). This facility has been developed to provide all the requirements to hold any form of event and is now completely owned and operated by ANSW.

The membership of ANSW is spread through its 80+ clubs and your Executive feels that it is now time to review the following:

- Do we need another State Field in NSW for our members?
- Do we have the support of the membership to undertake a new field purchase and development?
- Where is the best location for a field that will provide facilities for the majority of our members within a reasonable travel time?
- Is there a large club (50+ members) in the vicinity that can manage the field?
- What lessons have we learnt from the Cootamundra exercise?
- Is there adequate funding available for the purchase and establishment of the field?

MOP013 – LAND PURCHASE POLICY AND PROCEDURE has all the detail required to obtain the funding provided your application meets the requirements. I have made a statement to the MAAA Council that we will be investigating the procurement of a new State Field on behalf of our members and your Executive is in the process of setting up a subcommittee to oversee this process.

You, as members of MAAA, are currently paying a \$6.60 levy per year to establish the funds for field purchase. Do you want to use your funds?

Public Relation Officer Aranka Nolan

We would all agree that there is an opportunity to secure another flying field for NSW. The process of securing a Grant through the MAAA is one avenue that needs to be explored. What happens with many clubs it seems is that the year is full of activities and the general running of the field and members and the annual opportunity to apply for a Grant is missed. To support clubs in preparing and presenting their Grant Applications I am going to investigate the procedure in applying for a grant and prepare a pack that will include a Grant Template and Grant Procedures and Information. The intention is that NSW will have at least some Grant applications in this coming year. We will also advise you of the due dates well before the deadlines.

Registrar Dave Lewis

Ten clubs and 25+ membership renewals so far. It would be appreciated if Clubs could use direct debit or deposit cheques/money orders directly into the ANZ account. There have been a number of examples where Australia Post have let us down very badly and cheques have been "lost in the mail".

Chief Flying Instructor Bob Carpenter

Now that the Annual Council Conference has been completed it is time to start back with our normal business. I would like to start the planning for the next Instructors Course to be held around November this year. Please provide names and the number of those members who would like to undertake our next Instructors course and Workshop to the ANSW Secretary. There is no set location at this time. We will take the course to a location that is central to most of the applicants.

Secretary and CASA Liaison Tim Nolan

As covered by the President in his report, the standard of risk assessment forms completed for display and area approvals needs to better reflect CASA's expectations in line with current practices. I have completed an example with the assistance of CASA that I can provide to assist any person planning a display. Drop me a line and I can send it to you via email.

Other Reports:

Nil

Motion: That the reports be accepted.

Moved NSW Pylon **Seconded: CMAC Carried**

General Business:

The first item of General Business is:

1. The next General Monthly Management Committee Meeting of Aeromodellers NSW will be held at DOOLEYS Waterview Club, Silverwater commencing at 8pm on Friday 8 July 2016, all members and visitors are welcome.

2. From Greg Hoy, CMAC

The high level of support for the ANSW Executive by the NSW members was clearly evident having been re-elected at the recent AGM unopposed.

However, it must be acknowledged that the last 12 months have been a challenging time for the Executive in conducting the affairs and carrying out the wishes of the NSW membership with regard to the amalgamation and other Federal issues. It goes without saying that a lot of work was also completed by all of the Executive Committee, although it should be noted that both the President and Secretary have been at the forefront of the discussions and the work that has been undertaken on behalf of the members is above and beyond what is expected of such a position and at times has been very difficult.

Notwithstanding this, we often forget the implications of such workloads and the associated stress that comes with this that not only impacts the office holders but also their wives or partners and families. To that end, as a token of acknowledgement and appreciation from the members of ANSW, I would like to propose a motion: "That the members offer the President and Secretary with their wife or partner, the opportunity to undertake a dinner at a location of their choosing to the value of \$100-\$150 ea."

The proposal was discussed, and the motion put to the meeting.

Moved CMAC **Seconded: PRCAC Carried**

3. Security Breach of the MAAA Database

At the May 2016 Management Committee Meeting the ANSW Executive was made aware by an Affiliate Member that he had inadvertently downloaded the entire active MAAA database. This contained the complete records for **all** MAAA Affiliate Members including DOB, home address, email addresses, phone numbers pension numbers etc.

Despite numerous attempts by the ANSW Executive to replicate the error we were initially unable to do so. This matter was then brought to the attention of the MAAA Secretary prior to and at the MAAA Conference in Perth.

On 25th May 2016 a second Affiliate Member was also able to download the complete data base. The Federal Secretary was again advised and Dave Lewis (ANSW Registrar) then worked to assist the database Developer/System Administrator to identify the loophole and rectify the problem. The Developer formally declared the issue rectified on the 27th May 2016.

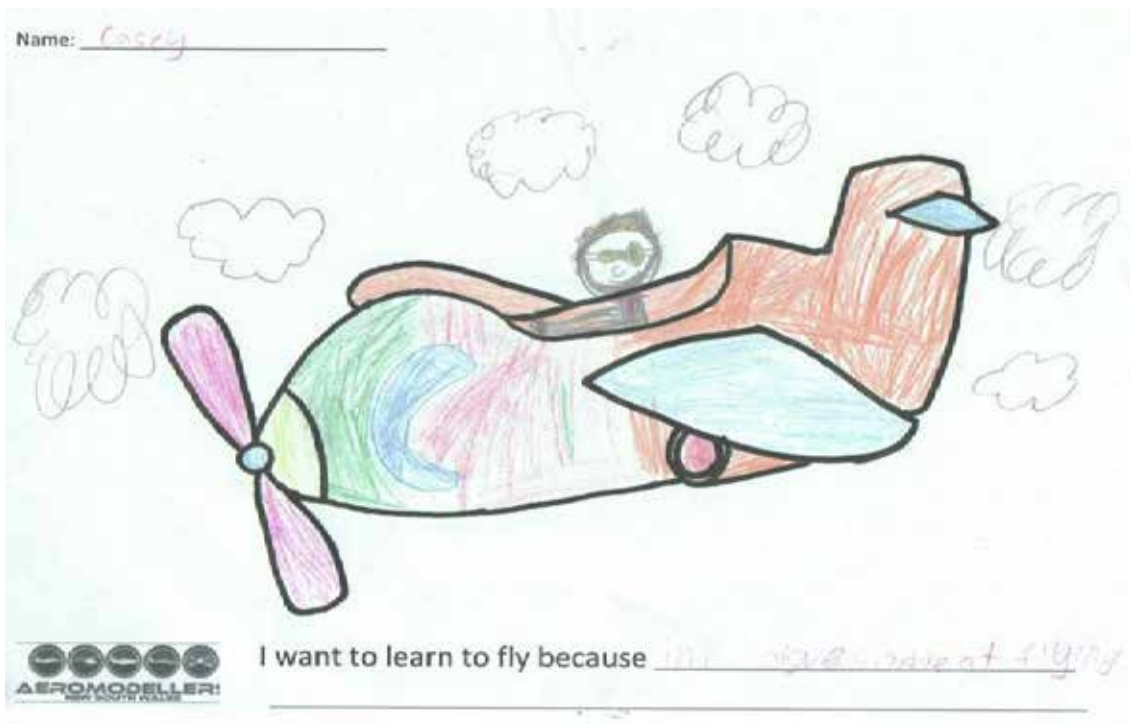
To date the Federal Secretary has not to our knowledge advised MAAA members of the breach nor provided any results of the recommended audit as to the extent of the breach and comprised data leakage.

Under the guidelines of the Privacy Act we believe the breach is of a significant nature and as such all MAAA Affiliate Members should be informed:

1. That a breach has occurred and when.
2. What sort of data may have been downloaded?
3. What MAAA have done to rectify the issue (and critically when they did this)?
4. What Audit controls they will put in place to mitigate the risk of this happening again, such as:
 - i. Independent Security Audit 1-2 times per year.
 - ii. Monitoring and Alert of any download greater than that allowed for State lists (700Kb approx – under 1Mb)
 - iii. Permission list of who can download over 1Mb (Federal Secretary, Treasurer)

Your ANSW Executive recommend that all members monitor their personal information and property, as we are unable to confirm the extent of the breach of your personal information.

There being no further business before the meeting, the meeting was declared closed at: 10.00pm



*Another ANSW colouring competition entry from the Western Sydney Model Show – Casey wants to learn to fly because “I am awesome at flying”. It was wonderful to see the kids so engaged and excited.
(Jackie Slaviero).*

Aeromodellers NSW 2016 Calendar

(Compiled 2/7/2016)

Unless otherwise advised Aeromodellers NSW Meetings are held the 2nd Friday of every Month.

Jul 2016

3	F5J (Picton Cup Rnd 1)	Appin	Bill Gibson	0435 439 377
8	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
10	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
16-17	NSW Pattern Flyers F3A event	Wingham	Felix Nieuwenhuizen	0428 880 633
30	Pylon Racing	Pitt Town	Peter Kerney	0407 013 230
31	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440

Aug 2016

6-21	Old Timers - 1/2A Texaco	Various	Grant Manwaring	02 6241 1320
7	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
12	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
20-21	TARMAC Scale Rally	Tamworth	Neil Jewell	0417 467 864
20-21	NSW State Championships – F4C, F4H & OPEN	Richmond	Paul McKeown	0411 126 995
26-28	Old Timers - Oily Hand Weekend	Cowra	Andy Luckett	02 6342 3054
28	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440

Sep 2016

9	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
10-11	Coota Cup	Cootamundra	Grant Manwaring	02 6241 1320
16-18	Coota Fun Fly	Cootamundra	Mark Ashby	0456 043 355
18	Pylon Racing	Richmond	Peter Kerney	0407 013 230
18	HSL F5J	Maddens Plains	Col Woodward	0414 384 467
24	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
24-25	2m Glider Millennium Cup Rnd 4	Gloucester	Paul Gibson	0425 356 533
24-25	Club Scale Round 3 (BAC)	Cecil Park	Paul McKeown	0411 126 995

Oct 2016

1-2	Old Timers - Eastern States Gas Champs	Wangaratta	Grant Manwaring	02 6241 1320
1-3	Northern NSW F5J (AEFA)	Pottsville	Peter Pine	0407 732 440
9	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
12-16	Invitational Scale Classic Downunder 2016	Cootamundra	John Rolfe	0402 102 512
14	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
23	2m Glider Millennium Cup Rnd 5	Maddens Plains	Fred Lodden	0418 443 804
28-30	Luskintyre Scalefest (Flying Scale Aircraft Association of NSW)	Luskintyre	John Crockford Greg Tracey	02 9489 7370 0414 558 317
29-30	F5J Annual Tournament – NAAS Club Field	Canberra	Peter Pine	0407 732 440

Nov 2016

5-6	Club Scale Round 4 (RAAFMAC)	Richmond	Paul McKeown	0411 126 995
11	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
12-13	Old Timers - Golden West Event	Parkes	Peter Smith	0423 452 879
12-13	Warialda Fun Fly	Warialda	Barry Power	0427 885 058
13	Shoalhaven Shield & 2m Glider Millennium Cup Rnd 6	Bomaderry	Ian Avery	02 4232 1093
19-20	Pylon Racing (TBC)	Marulan	Peter Kerney	0407 013 230
20	F5J (Picton Cup Rnd 2)	Appin	Bill Gibson	0435 439 377

Dec 2016

9	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
11	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440

Jan 2017

26-29	37th Armidale Sailplane Expo	Armidale	Hutton Oddy	0425 285 758
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Club News & General Interest

Modelling Tips

Col Buckley (WRCS)

In this wonderful sport, there's rarely a day goes by when you don't learn something. Over the years I have picked up a myriad of tricks, helpful hints, ideas etc. from modellers both at my field and other clubs I've been fortunate enough to visit. These tips have made it so much easier to do things & I sincerely thank all those who have contributed. Here's just the tip of the iceberg in no particular order.

1. Xacto (scalpel or modelling blades) are cheap as chips. Don't sharpen or use blunt ones. Buy them in bulk at HobbyKing
http://www.hobbyking.com/hobbyking/store/_9333_X_BLADE_Spare_SK_5_Steel_Blades_10pcs_Set_.html and change when you notice they are dulling.
2. Keeping adhesives such as CA and some types of expanding glues in the fridge will prolong shelf life.
3. Mixing talcum powder with epoxy or CA glue makes it a great gap filler. Adding talcum powder to white PVA glue and painting it on balsa or ply seals surfaces ready for painting after a light sand.
4. Before applying covering, paint bare timber with slightly watered down PVA glue. Covering will now stick a whole lot better when you use a heat gun or covering iron.
5. Investing in a MAPP gas gun and a stick of silver solder (not less than 40% silver) will allow extra strong welds on metal such as undercarriages, attaching bolts etc. Available at all Bunnings stores but you have to go to specialist welding supplies to get the solder and the special flux.
6. When soldering with soft solder, make sure all parts are clinically clean by wiping with metho. Tin all wires before joining and don't let solder clump. If using flux, remember to wash the joint clean (with vinegar) to stop it corroding. A final rinse with WD40 will ensure the joint is pristine.
7. When fibre glassing, use rubber gloves to stop the resin sticking to fingers. When things do get sticky, dust the gloves with talcum powder.
8. Adding talc to resin makes a good filler if there are bumps, ridges and dents.
9. When fibreglassing has cured, always rub it well with liquid Wax & Grease remover. This eradicates the coating of wax and allows paint to adhere. If painted on without de-waxing, paint will 'shrink' and be patchy.
10. Threadlocker is advised for all nuts & bolts, wheel collets etc. For an extra strong permanent fix - use Loctite 680. This is not theoretically a threadlocker but a sealing compound. Only a huge dose of heat will make the screw, collet, nut, bolt etc. ever let go.
11. Petrol engines, due to excessive resonance, demand metal geared servos as plastic gears will strip. On the subject of petrol, using thin, fluffy, Mylar style hinges on ailerons, rudder etc. is a recipe for disaster as these thin strips will eventually crack. Flat, metal pinned or round style hinge points (Robart) will take the vibration of gas and last the life of the plane.

12. When using hinge point (Robart style) hinges, slightly countersink the two surfaces. This lets the metal pin hinge point 'bed in' and give a closer fitting. Expanding glue such as 'Vise' locks these hinges in so there's no danger of pulling out.
13. Extra strong two pack wood glue fashioned for the boat industry is called 'Techniglu CA' and available from Caporn Wholesalers. This boat glue is super strong but does take 24 hours to achieve maximum strength. It's thick and can be used as a filler.
14. How many times have you connected servo leads the wrong way round? Why not paint a red strip on both the male & female where the black, brown or orange side (neutral) is? This way just match up the two reds and click the leads together. With a bunch of leads, use different coloured insulation tape for matching pairs. This eliminates the 'Doh' factor.
15. Cleaning models after flight with 'Mr. Sheen' does a number of things. It puts a protective coat of wax over covering keeping it looking good as well as turning water into droplets. The spray also has a built in de-greaser for cleaning off oily residue. Remember to use Wax & Grease remover on covering that needs patching to get rid of the 'Mr. Sheen' coating.
16. Investing in a 'Magnet on a Stick' from places like Hobbyking http://www.hobbyking.com/hobbyking/store/_24921_Telescopic_Magnetic_Pick_Up_Tool.html saves hours trying to reach fallen screws, washers & nuts from inside aircraft. They have a metal telescopic handle to get right into remote, hard to get at places. Another useful gadget is a magnetiser & de-magnetiser. By rubbing tools such as ball & screw drivers around the magnetiser, screws stick to it like glue enabling easy insertion into tight areas.
17. Always put your name and phone number in a waterproof plastic pocket inside aircraft. If lost, good chance you'll get a call and the plane can be retrieved.
18. On rainy & non-flyable days, indulge in maintenance. Take on engine apart, check on servos, rods on horns, look at throws, end points etc. These days pay dividends down at the airstrip where you just want to fly, not repair. At the end of each flying day, do a 'walk-round' of your aircraft to note of anything awry. This can now be fixed at home ready for next time.
19. Fishing line tied & knotted through mated servo leads will ensure they won't come apart during flight. Plastic clips are also available commercially. With bullet connectors, wrap the join with masking tape as insurance against them pulling apart leading to catastrophe.
20. Flexible drive shafts are a boon to fasten bolts/nuts tucked up in the nose of aircraft. With a matching set of Allen keys, ball drivers plus a drill chuck..this turns into an invaluable tool.
21. For a 12v portable power supply, invest in a golf buggy battery. Buy a smart charger at Jaycar to keep it topped up & you have your own power supply at home or down at the field. I have added female bullet connectors to the terminals to match up with male connectors on my charging stations.
22. Good quality modelling pins are available at most model shops. However, when glueing, fastening or painting – coloured head pins from the \$2 shop are a great throw-away investment. I find cable ties are also worth buying there as they come in the smaller sizes for tidying up electrical wiring.

23. When tightening screws to secure servos, don't overtighten, just till the rubber boot slightly compresses. This ensures the servo still 'floats' and absorbs vibration & shock.
24. As a rule of thumb, for tail-draggers, main wheels should be at wing leading edge. Too far forward and the plane will bounce on landing & too far back means constant nose-overs.
25. As well as balancing laterally (to get correct CG), hold the tip of the prop and get someone to hold the tip of the vertical stabilizer to balance the aircraft longitudinally. If one wing dips towards the floor, weight the opposite wing to achieve correct balance. This gives much better flight characteristics.
26. What would we modellers do without Velcro? For those jobs where you want grip with a capitol 'G', Bunnings sell industrial style Velcro that can handle much higher loads.
27. If you have a compressor, when aerosol paint cans become blocked, an easy way of making them functional again is to remove the spray button and push the nozzle of the airgun over the bare pipe. A strong blast of air will blow claggy paint back into the can. Rinse the spray button with metho or turps, clean it with a pin and the aerosol becomes useable again.
28. Stick a white label on new LiPo batteries, write date and mark each time you charge it. This gives you, over time, a record of value for money, how it survives and when it needs chucking.
29. Available from leading Auto shops is a non-setting gasket sealant call 'Hylamar – Aircraft Grade'. Using this does away with gaskets and it can withstand as much heat as dished out. Invaluable too on loose fitting screws as well as keeping rust of exposed steel.
30. When masking using plastic striping, paint over the tape with the original colour. This now seals the tape. A different colour can now be applied and as it's sealed, there will be no 'weep' and lines will be clean and precise.

And also from Col.....

There are three things I hate about growing old.

- 1) You lose your short term memory.
- 2) You're not as agile and supple as you used to be.
- 3) You lose your short term memory.

and

- How do they get non-stick to stick to frying pans?
- How do you know when you have run out of invisible ink?
- Why do you sit in the stands at a football match?
- Just before you get on an aeroplane you have to go to the 'terminal'.
- When you cut down a tree, you then cut it up.
- Why do they use sterile needles when giving lethal injections?

Western Sydney Model Show Day – 12 June 2016



On Sunday 12th June Aeromodellers NSW and member Clubs including SROW participated in the Western Sydney Model Show at the Regatta Centre, Penrith Lakes. ANSW and its members have been involved in this show for a number of years now and as in the past it was well supported by the general public with 1750 coming through the gates between 9:00am and 3:00pm

The show featured active demonstrations, model displays, and 'come and try' opportunities with an array of models including:

- Seaplanes
- Nitro cars
- Slot cars
- Vehicle displays.

In between the float and seaplane flying, ANSW's display included RC FlightSims for the public to sample, a very popular colouring competition for the kids (as demonstrated on the cover of this edition), chuck gliders and a comprehensive static display of conventional RC aircraft.

With loads of other entertainment including live music, market stalls, trackless train, jumping castle, full size static displays, Jetpack demonstrations and hourly prize draws, the Western Sydney Model Show was and will continue to be a fun and festive day for families and enthusiasts alike and ANSW along with keen Club members will certainly be there again next year.





Latex House Paints for Models - Part 1

By: Roy Vaillancourt

<http://www.vaillyaviation.com/Intro.html>

Geoff Greene (Sydney ROW) initially emailed me with this article and suggested that members may find it of use. It is available on Roy Vaillancourt's website (link above) along with a lot of other really great stuff – be sure to have a look. Part 2 next month (ed).

The information presented here is basically a collection of the previous articles I have already written on this subject that has appeared in a number of magazines and catalogs over the years. I have combined all this information into this one document to help sort out all the questions on this neat technique. Hope you enjoy it and find it helpful.

As we read through the newspapers on a Sunday morning or watch the evening news, we see that environmental concerns are increasingly in the headlines. We see that some of the materials that we have been using in our hobby have been known for a long time as not being environmentally friendly. As the EPA and other agencies push the discontinuance of these materials we as hobbyist will be forced to find suitable alternatives to keep our hobby off the "endangered species" list. Here's one step I have taken to try to find such environmentally alternate materials.

A little history first.....

I started to use latex paints as an alternate finish on R/C models around 1983. My first concern at that time was to find an alternative finish that was more economical than the standard finishing methods used by most modelers. At that time most scale guys were using epoxy, lacquer or polyurethane paints. All of which were relatively expensive when it came to finishing off a large-scale bird. Not only did these materials cost a good deal but they were not very healthy for the user if you did not have proper ventilation or filtering systems in place. As time progressed I got to find out that not only were latex paints a lot cheaper and easier to use than conventional materials but the latex paints were and still are a lot more environmentally friendly than almost any other form of finishing material.

The first plane that I used latex on was a **P-47 Thunderbolt**. I had built three of these over the years due to attrition. As one left the fleet I liked it so much I just had to build another. I designed and built my first P-47 in 1983 and finished it in K&B epoxy paints. Just like every other good scale modeler of that time I was convinced that epoxy paint was the way to go. As happens to many modelers, I damaged the plane really bad one-day while sleeping at the sticks on landing. After completing the extensive repairs and trying to sand and fix the paint job, I was getting very frustrated. So.... I decide to strip the entire plane and do it over in something easier to work with and also less expensive. While hunting for a suitable alternative I visited my local Benjamin Moore dealer. He shows me some of his line and says he can match my colors perfectly for a much lower cost. Sounded very good and the price was right, so what the heck, I decide to give it a try. After spending some time on the learning curve and after all the dust settled the plane was re-done in the same color scheme as before the "accident". It looked just great all ready for action once



again. An interesting observation I made here was that I weighed the plane and it LOST weight in the repair / repaint process. (When was the last time you had that happen?) Not just a little.... 4 1/2 lbs. for the 92" plane..... WOW.... The latex I used was Exterior semi-gloss and mixed to match the previous colors exact. Even had the same "finish" qualities. It just took a little longer to apply due to the learning curve and a slightly different drying time.... Needless to say Thunderbolt's number 2 and 3 were done in latex... Each one was getting easier to finish.

The next design to escape from my pencil was the **Hawker Hurricane**. I did not even consider using epoxy or lacquer paints on this ship. I went straight to the latex. This model turned out great too. It had all balsa-sheeted surfaces covered with fiberglass cloth and polyester resin and all open frame fabric areas were covered with Super Coverite. The entire ship was then primed with automotive lacquer primer. I applied the latex over the conventional automotive primer and did the panel lines and rivet stuff just like usual. I just



had to be careful as to how heavy the latex paint was applied as not to hide the details. Once I learned how to thin and spray this stuff properly, the rest was easy. The Hurricane also met with some tough times and required some "repairs" (what model doesn't?). It was different sanding the latex and some learning was once again in order but it all worked ok. I found that it doesn't wet sand too well. Get it too wet for an extended period of time while sanding and it starts to "roll" as you sand. But with some practice I found that it could be sanded successfully and also be feathered pretty good if kept dry. After flying this Hurricane at the Masters and such for a few more years it also went "to the great hanger in the sky". I liked having a Hurricane so much I decide to build another. This time when I got to the finishing

stages I did not prime the fabric-covered areas. Here, as before, I used Super Coverite with the latex applied directly to the "raw" Coverite. The latex took to the Coverite like it was made especially for it. Great.... Nice thing here was that even when the fabric sags or takes a dent you can apply heat and re-shrink the fabric and the paint just goes along for the trip. Another thing I discovered is that latex paints don't crack due to vibration or expansion / shrinkage of parts. It's rubber, right....



Next was the **Hawker Sea Fury**... I have done three of these over the years. I really like the Sea Fury....Great flying model. I used the same finish treatment on all three. All three had similar stories.... Fly it, damage it, repair, repaint etc. One of these went to the masters and one of them went to Top Gun. Impressed all the judges at both contest. They though I used automotive paints or epoxy. Nah....



Then the **L-5** and **L-19** came along. Both planes were done entirely in latex with vinyl pressure sensitive markings. An interesting thing on the L-5. The L-5 is basically an all fabric-covered plane. I covered the entire plane in Super Coverite. Nice stuff in its own right. I did not use any primer at all even on the



fiberglass parts. I painted the whole plane OD (Olive Drab for you non-military guys) first then added the light gray underside colors. I did this because; with the plane being an all fabric plane you could see the inside of the fabric in the cockpit areas. This area is supposed to be OD like the outside. Applying the OD first did double duty here. I didn't have to paint the inside now. You could see the OD right thru the fabric very nicely. The exterior of the plane took three coats of the OD and only two coats of the light gray for under the wings and on the lower fuselage to

cover the OD. Talk about breaking all the rules..... You are supposed to do light colors first followed by darker ones. The L-5 is still in active service and has been since 1992. It has flown at two US Scale Masters Championships and at Top Gun one year. After many years of flying and many repair sessions the L-5 still looks as good as the day it left the shop.... It just seems to get better with age. The paint sunk into the fabric just right and you can still see the weave in the fabric like you are supposed to.



The **L-19** was an all sheet metal airplane in full size so the model was done all over with fiberglass cloth and polyester resin. On this plane I only used primer



where panel lines were going to be. I basically sanded the primer off every place else exposing the raw fiberglass surfaces. This helped eliminate the extra weight that all that primer would have added. I used 320 sandpaper used dry and then I applied the latex paint. This stuff sticks to the fiberglass like it was welded on. I found that I only had to sand the glass parts with 280 / 320 grit paper. Leaving the parts just a little rougher than usual helps the latex bite.

Then the paint will flow just enough to even out the surface. It is really strange to watch this happen and see a great surface appear.

The next plane I did that used latex paints was the **FW-190**. So far I have done two FW-190's using this technique. Both were different color schemes and both made the usual



contest rounds with great results. On the first Focke Wulf I used latex for the base color and all the camouflage but used epoxy paint over the latex for the markings. (The Thunderbolt and the Hurricane also used this treatment). This works ok as long as the epoxy paint is not flooded on. You can't get the latex too wet with anything that



has acetone or toluene in it. These chemicals turn the latex to a rubber cement kind of goo. On the second FW-190 I used latex for all the colors including all the camouflage and markings. The first FW-190 had a coat of satin clear epoxy over the latex, the second FW-190 had no clear coat on it. In my opinion the second one came out better.

*Ah.... Grasshopper! I see by now you have many questions.
Peaked your curiosity huh...*

Equipment:

What do you spray this stuff with? The compressor I used was an old Sears's 1/2-hp unit. Keeps up just fine with the different guns I have used.... Even some of the better diaphragm compressors will work well. Just be sure they can supply enough volume of air to match the requirements of the spray gun(s) being used. Most good compressors should have a water and oil trap installed. If there is neither I would still use the oil trap. Mostly to separate the OIL in the air from the compressor. Oil makes fish eye.... Regardless of the compressor you use, there should be an air pressure regulator installed. With this you will be able to control the flow of air to the spray gun which in turn will vary



the intensity and the amount of paint. I use a number of different styles and sizes of spray guns. For big areas I use an auto touch up gun with the MEDIUM needle and orifice. For finer work I use an airbrush. I have all types of airbrushes and have used latex in them all. From the cheapest Badger to an expensive Pache'. Don't listen to the guys at the auto store. They will tell you that latex paint can't be sprayed. Hog wash... You should also be able to use the HVLP guns on the market today. As with any spraying system you choose, the air pressure would have to be played with as well as the amount of "thinner". Everything is a slight experiment as latex from different manufacturers will act differently.

Paint:

I have had the best results using Benjamin Moore "Semi-gloss exterior" paints on my giant scale warbirds. The "semi-gloss" seems to best duplicate the "smooth yet worn" finish that most combat aircraft get. I have also used their "Flat " or "Satin" finish paints on certain subjects with equal success. For sport and aerobatic types or "restored" military stuff, I have had good results with the "High Gloss" versions. After full curing the high gloss paints can be polished with many of the automotive waxes to produce an excellent shine. I have also found that furniture polish will produce great results too. Besides the Benjamin Moore paints, there are many other good brands on the market that would probably work just as well. Whichever brand you chose just be sure to use "exterior" paint. Interior paints will not take the abuse we dish out. Exterior paint will take being exposed to handling and the weather just great. After all when was the last time you took your outside walls or trim of your house in from the rain?.....

A nice feature of latex is that it can be accelerated to dry faster by using a heat gun. It will be dry enough to touch in 15 min. and dry enough to mask over in 6 hrs. Even though it can be dried rapidly it still has a peculiar trait. Squeeze it with your hand / fingers and there will be prints in the paint. BUT... even though the paint seems dry and hard these prints will flow out and disappear in 12 -20 hrs. Presto. All gone. This "print and disappear" bit will go on in lessening stages for about two or three MONTHS. After that the paint is as stable as epoxy or lacquer yet is still flexible and heat shrinkable on the fabric. Cool stuff when you get it down.



Latex can be applied over Nitrate or Butyrate dopes. The key here though is to make sure the dope is fully cured. Most dopes out gas for a fairly long time. Sometimes three to five weeks depending on the temperature and humidity. A good test is to sniff the surface up close. If you can still smell the dope then it hasn't finished out gassing. The problem with this is that when you paint over the dope while it is still out gassing you trap this gas and it will eventually dissolve or lift the latex. This lifting process would also occur if you put epoxy or any other paints over dope that is not fully cured. In most cases you will not need a primer for the latex over the dope. If you do choose to use a primer either solvent or water based will work. If using water based primer you'll need to wait for the dope to out gas. If you are using a solvent based primer you'll need to wait for it to finish out gassing before applying the latex. In either event, primer or not, Just sand with 300 wet and dry prior to applying the latex to give the latex a surface to bite to. You'll also find that the color itself will cause changes in settings and techniques... Just remember to go easy and only change one setting at a time.

Latex doesn't need to be top coated if you are using a gas engine. It takes exposure to gasoline very well after the full cure time. However, it turns to a gooey mess if glow fuel gets on it.... If you are using glow fuel the latex most definitely has to be top coated... Here clear epoxy or polyurethane works very well. But you must wait until the latex has cured fully and then be careful not to flood on the clear. Remember that both epoxy and polyurethane paints use a toluene based thinner. I have also used water-based polyurethane with equally good results.

How do you get the colors mixed you may ask? I just used the color chips from my documentation package. Handed these to my paint store guy and showed him what I wanted. To match a color he places the chip in front of an optical spectrometer. This neat little device shines a beam of light on the chip and analyses it as to what the "formula" is to mix that color exactly. A minute or two later out comes the formula from his computer. He then mixes up the quantity I need per the formula and presto I'm off to the paint booth. Simple as that. A quart of paint will generally cost between \$8.00 and \$14.00 mixed to my color chips. IF I painted a whole plane a solid color this quart will generally paint FOUR or FIVE planes.

Thinner:

What do you use for thinner you ask? Naturally most people would expect me to say to use water. Some guys would suggest regular tap water others would suggest distilled water. Both will work just fine but I now thin the paint with an alcohol/water mix OR better yet.... Windshield washer fluid. Yep..... Windshield washer fluid... Anybody's. Cheap stuff from AID auto stores or NAPA etc.... The interesting thing about most windshield washer fluids is the soap content. They all have some. The soap is what slows the drying process of latex paints. Not the alcohol. The alcohol evaporates fast and leaves the soap and water behind. Water goes next leaving the soap. The soap eventually leaves. Slowly. This does slow down the drying time a bit which allows the paint to "flow" more and results in an even better finish on almost any kind of part. Once fully cured, this stuff can even be weathered just like the epoxy and lacquers. Really neat... Don't worry about the blue tint of the windshield washer fluid. It will not affect the finished color shade after all has dried.

Additives:

The only additive I put in latex is a material called FLOETROL. This is used to allow the latex to flow out without running. It also acts as a lubricant for spray guns. It will also reduce the sheen of the latex just a tad. The latex dealers will tell you it won't but it does. This stuff can be got from the guys that supply pro house painters. They use it in rolling and spraying. FLOETROL looks like milk (but don't drink it or put

it in your coffee!). Only add about 2 oz of FLOETROL to a quart of paint before you do anything else. This is the only time you'll add this stuff so you won't need to buy much.

Spraying:

With a touch up gun or airbrush I start with around 20 psi. air pressure from the regulator. This will vary plus / minus 5 lbs depending on the paint being used. Funny, but not only does the brand of paint and the amount of thinner matter here but SO DOES THE COLOR. Different colors use varying amounts of pigment particles. You can use any type of paint, just be ready to play the air pressure Vs thinner game. In any gun I start with about 20 % thinner added to the paint. Mix up a very small amount. Baby food jar size. Try spraying it thru the gun. If the paint does not come thru the gun then increase the air pressure a bit. If it still does not come thru put the air pressure back to where you started and add more thinner. Try again. If the paint spits, then you'll need more thinner, If it comes out real wet and runny you went to far on the thinner. Just add more paint. The game here is to use this small jar to find what mixing ratio that color needs. All colors will be different even if from the same manufacturer. Try test spraying on a scrap piece of window glass. Set you gun for a low paint flow at first. If you get runny stuff even at low flow settings then you have too much thinner. You can try increasing the air pressure but usually the mix will require more paint.... If it comes out dry looking, increase the flow of paint or add thinner. Very rarely will you get the air pressure below 15 lbs. You should try to avoid having to have the pressure above 30 psi. Latex acts like it is thick and heavy compared to other paints yet you'll find that most times it is lighter after it has dried. Some of the real nice features about latex are that it is non-toxic and develops very little over-spray. It is also very easy to clean up. All tools and equipment can be cleaned with regular soap and water.

When to Paint:

As far as weather conditions when you paint. It doesn't matter. I generally paint in my basement in mid winter here in the northeast. The average temp in my shop then is around 55 degrees. (I like it cool). Latex can be sprayed on a rainy, cold, damp day and it will give the same or better results as on a sunny day in the middle of July. In fact, the cold damp day is easier to work with the paint. I just keep a heat gun around to accelerate the dry between coats. Here I spray the first coat on just barely enough to see coverage. Dry with the heat gun. Spray a second coat on just a bit wetter. Dry again with the heat gun. Spray a third coat on and go up stairs. Come back the next day and you'll see you are all done with that color. Go over the part with the heat gun once again just to make sure that all is cured and you are ready to mask for the next color.

Masking:

Use the good 3M plastic type masking tapes that are of the low tack variety. Don't use cheap stationary store grade masking tape, this stuff will weld itself to your plane. After applying the proper tape and covering all surrounding areas you don't want paint on, spray the latex paint lightly along the taped edge. Dry this area with the heat gun. Repeat this two more times before doing the whole area required. Do the spray and heat gun bit here again as described above. Only this time after the last coat is applied partially force dry the paint in the area near the tape. Then carefully remove the tape by pulling back on itself and head for a cup of coffee....



The finger print thing I talked about before is a function of the total time the paint requires to fully dry / cure. Time is the most important ingredient here.. Although I have found that sun light seems to speed the "hardening". When I have finished a model I set it out on the patio table each day in the sun to help "out gas" the paint. I also suspect that the amount of soap that was in the washer fluid may have an influence too. One note here. If you put a plane together too soon before this "hardening" has happened and the plane is subjected to a hot day, sometimes the wing and fuse stick together. So for the first few times the plane is assembled I use baby powder on the wing saddle..... OR, you can mask off the wing saddle area when painting and avoid this problem and also save a little on the weight of the paint! Another really neat thing about all this stuff is if you don't like the paint job or you have produced runs, spits and stuff, or dog or cat hairs have gotten in it. Just wash it off with a damp rag and dry with your heat gun and start again. You could also try this, if you have a part all painted and nice and wet, and some dog hair or a bug gets in it, just pick out the offender with some tweezers. Leave the paint alone and by morning the stuff will have flowed over to cover the spot you touched.



I have also used latex paints to paint my pilot figures. Using latex paints makes painting your pilot figure fast and easy with very little expense and a breeze to clean up. There are so many colors available that it is very easy to get all the right shades etc for that scale guy. Here again the weathering techniques will come in handy to make your "little guy" look life-like. If you use a heat gun to speed dry each color you might be able to get the whole job done at one sitting. Talk about a fast and easy method !



If you decide to try these methods and are having a tough time, even if your gun is loaded should you have questions, give me a call. Glad to help you out....



Upcoming Events

NSW PYLON RACING CLUB inc

Q500, F400 and the
Electric EF-1 and Funfighter (i.e. Rare Bear)
PYLON RACING at

CHARLES KINGSFORD SMITH MODEL AIRCRAFT CLUB Inc.
Located on Pitt Town Bottoms Rd, Pitt Town

SATURDAY 30 July 2016 – 9:30am Pilot briefing

PLEASE NOTE- ENTRIES BY 9:00am SUNDAY

Must have proof of current MAAA membership

Entrants and callers must bring hard hats

No motor starts before 9am or after 5pm

FUEL SUPPLIED ON RACE DAY

PLEASE NOTE NO CATERING AVAILABLE

BRING YOUR OWN FOOD AND DRINK

Novices and New Racers Always Welcome

Contact: Peter Kerney 0407 013 230

Or check out the Web site

<http://www.nswpylon.org/>

Further 2016 dates
Pitt Town Saturday 30 July,
Richmond 18 September (TBC), Marulan 19/20 November



NSWPF

[Just an average group of flyers with an obsession for precision aerobatics](#)

NSW Pattern Flyers will be holding a two day F3A event at **Wingham**

Hosted by the **Manning Model Aero Club** on the **16th & 17th July 2016**
Come and join in the fun of Pattern Competition

The Field is in Wingham, off Racecourse Road, which is 1.5 km up to the right off Comboyne Road from the railway line in town.

The club is offering great facilities with toilets, town water and camping permitted on site. The club is also organising some night flying and a bonfire on Saturday night. So have dinner early and return to the field for something unusual.

A BBQ will be operating on both days, so plan on eating their fare to help the Club funds.

Newcomers are most welcome, if you can loop, roll, fly inverted and perform a spin you can fly the Sportsman Schedule. There are plenty of experienced flyers there to lend a hand and offer advice. So come and join in the fun, or just come along and watch some precision flying at its best.

The Sportsman Schedule is on our site www.nswpattern.org.au under the Competition tab.

Please pre-enter by Wednesday 13th July, by following the link on our website www.nswpattern.org.au or email entry@nswpattern.org.au.

For more information contact Felix Nieuwenhuizen, on 0428 880 633, or at felchem@bigpond.com



Brian's Mythos S is back in the air after a slight mishap. Can you pick the repair?



NSWPF

[Just an average group of flyers with an obsession for precision aerobatics](#)

RC PRECISION AEROBATICS – 2016

The eighth event for 2016 NSW F3A Pattern Flyers calendar will be held at the Shoalhaven Model Flying Club Nowra, Fletchers Lane Field on Saturday 13th and Sunday 14th August 2016. Fletchers Lane is off Meroo Road, which is off the Princes Highway to the left as you approach Nowra from Sydney. The Field is at the end of the road just over the railway line. The Shoalhaven MFC will be providing catering on both days at the field, lunch on Saturday and breakfast and lunch on Sunday.

There is not much shade at Fletchers Lane, so bring some shade with you.

Please enter through the NSW Pattern website (entry@nswpattern.org.au) by 10th August.

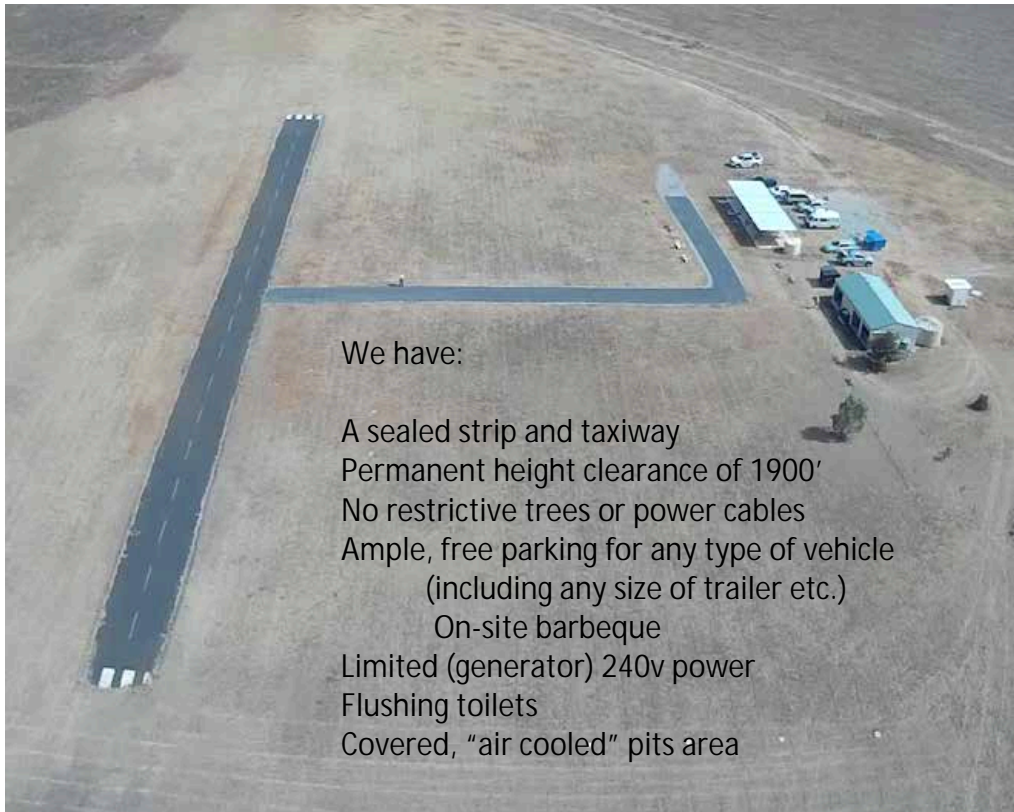
Those wishing to try Aerobatics are most welcome to attend, and fly in the Sportsman Class, where everybody starts out with a relatively simple but challenging schedule. The Schedule of manoeuvres is available on our [website www.nswpattern.org.au](http://www.nswpattern.org.au). If you are not sure about having a fly, come along and watch, meet the group, and ask any questions you like. We are always looking for new members.

For more information contact Felix Nieuwenhuizen, on 0428 880 633, or at felchem@bigpond.com.



Mr President preparing for some practice

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AND "Central heating"



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We reserve the right to amend this at short notice!

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(All pilots must have MAAA insurance)
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Contact: Neil Jewell – 0417 467 864
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September 16,17,18.

- \$5.00 pilot's entry.
- Free camping, hot shower.
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For further information, contact Mark Ashby on:

0456 043 355

LUSKINTYRE RC SCALE FESTIVAL 2016



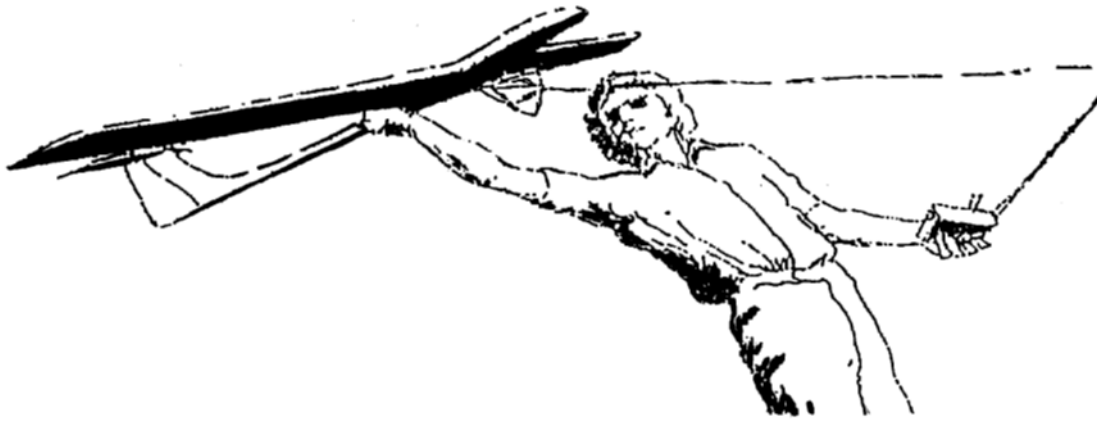
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SCALE JETS, SCALE GLIDERS AND SCALE FLOATPLANES
3 SEPARATE FLIGHTLINES, SWAP MEET

MAAA SANCTIONED EVENT
FOR MORE INFORMATION AND REGISTRATION VISIT:
www.rcscalefest.com.au



37th Armidale Sailplane Expo

January 26 to 29, 2017



New England Model Aircraft Club and the Sailplane Expo Trust invite you to beautiful Armidale on the New England Tablelands for the 37th Sailplane Expo. Events will be Australian Open Thermal (10 min flight in 12 min working time, 150m lines, FAI landing tape, all rounds count), F5J (10 min flight envelope, max 30 sec motor run, F5J landing tape) and F3K (a selection of tasks as per FAI rules, if we get enough interest).

F5J will be held as a stand alone event from 1000 on Thursday January 26 until 1300 on Friday January 27.

Open Thermal will be held as a stand alone event from 1330 Friday January 27 until 1400 Sunday January 29.

F3K will be held from 1230 - 1300 each day.

The field will be available for practice Wednesday January 25, 2017

Contact :- Hutton Oddy vhoddy@gmail.com or 0425 285 758

For Sale

SEBART Wind S 50E

In excellent condition. Model is location Lower Blue Mountains.

Package Includes:

- Airframe is in excellent condition. Approximately 20 flights
- OS Electric motor OMA-5024-375 plus APC prop/spinner
- YEP 80A ESC
- Hitec Digital Servos HT5645 MG (Ailerons & Rudder) HT225 MG x 2 (Elevator)
- Anti-spark battery isolation plug (battery can be plugged in but will not activate ESC until isolation plug inserted from outside model)
- Zippy 6S 5000 X 2
- Manuals and instruction booklets

Reason for selling. Prefer scale aerobatic models. Original cost \$1400.00

Contact: Neil 0408 446 322. neilalleyn@gmail.com

SELLING: \$750.00 Complete



**Deadline for submissions to Newsletter #388
(September 2016) is
Tuesday 16th August 2016.**

*Please forward any changes of mail or email address together with your
AUS Number directly to the Registrar.
dave.lewis@internode.on.net*