



**AEROMODELLERS**  
NEW SOUTH WALES



*Jason Hunter's FMS deHaviland DHC-2 Beaver about to leave the water at the Penrith Regatta Centre Sunday 26 Feb. At 2mtr span it really looked the part and had great presense both on the water and in the air. More pictures on Pg 14.*

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# Diary Notes

## Next Aeromodellers NSW Meeting

Friday 10<sup>th</sup> March 2017, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.**

## Following Aeromodellers NSW Meeting

Friday 7<sup>th</sup> April 2017, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.** **Note:** The April meeting has been brought forward by one week as the second Friday in April (14<sup>th</sup>) falls on Good Friday.

Newsletter #395 (April 2017) deadline for submissions:

**Tuesday 14<sup>th</sup> March 2017.**

## Contacts

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# General Monthly Management Committee Meeting Minutes

## Aeromodellers NSW Inc

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

Friday 10 February 2017

**Meeting Opened:** 8:00pm

**Attendees:** T Nolan, Secretary, S Norrie NSW SAS, P Leahane JMAC, B Thrift CVRCMAC, R Masters WPMAC, D Lewis Coota, G Hoy CMAC, J Deece HMAS, J Randle NSW Pylon, G Hutchinson ROW, G Atkinson WRCS, A Nolan PRO

**Visitors:** Nil

**Apologies:** A R Carpenter President, E Ashley CVRCMAC

**Minutes:** Motion: That the minutes of the meeting held on the 9 December 2016 at DOOLEY'S Waterview Club, Silverwater as published in Newsletter 393 be accepted as a true and correct record of that meeting.

That the financials from the November 2016 meeting as published in Bulletin 15/2016-17, and attached to February 2017 agenda be accepted.

**Moved:** CVRCMAC **Seconded:** WRCS **Carried**

**Business Arising:**

Due to travel with business commitments the President sent his apologies to the meeting. The meeting was chaired by the Vice President Tim Nolan.

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

**Correspondence In:**

**From MAAA:**

- \* M 1.1 Secretary, October Executive minutes
- \* M 1.2 Secretary, November Executive Minutes
- \* M 1.3 Secretary, minutes from the Special Finance meeting
- \* M 1.3 Secretary, online reporting of Incident/s & Club Assistance Scheme (ANSW Bulletin 14-2016/2017 issued)
- \* M 1.4 Secretary, New Disability Access and Equity Policy
- \*\* M 1.5 Secretary, Heavy Model Inspector renewal
- \* M 1.6 Secretary, December Executive minutes

**From other than MAAA:**

- C 2.1 P Bennett, Hunter Valley Air Show application
- \*\* C 2.2 P Pine, Aust. Electric Flight Assn, request for assistance
- C 2.3 H Oddy, NEMAC, height Clearance application for Sailplane Expo
- \* C 2.4 J Randle, NSW Pylon, enquiry re field registration at Gloucester

**Late Correspondence:**

Application for the approval of MAAA Fixed Wing Power – Gold Wings, Bill Day - SNMAC

**Correspondence Out:**

- C 3.1 Submission to the Senate re UAV Enquiry
- C 3.2 Bookings for Dooleys ANSW meetings in 2017

**Business Arising from Correspondence:**

- M 1.5 The membership are advised that all heavy model and turbine inspector endorsements in accordance with the MOP are due to expire at the end of this financial year.

The Executive met after the meeting to discuss this matter and in consultation with the Federal Secretary have made the decision that ALL current Inspectors will be reappointed. **IF you are currently a heavy model Inspector and DO NOT want to continue in that role then please advise the ANSW Secretary before the 7<sup>th</sup> April.**

Further the Executive will be putting a motion to the MAAA Conference in May to have the MOP amended to remove the 3 year term of appointment.

- C 2.2 The meeting discussed the letter from the Australian Electric Flight Association requesting financial assistance for an F5J team to attend the upcoming inaugural World Championship. The meeting resolved to wait until Team Trials have been selected and if member(s) from ANSW are selected then to further consider the request for financial assistance. The meeting directed that a response be provided to the Australian Electric Flight Association.
- C 2.4 The NSW Pylon Assn enquired if the flying field at Gloucester had an Area Approval as they have flown there in the past. He was advised that there is no Area Approval for that club at their current location. Motion: That the inward correspondence is accepted and the outward correspondence be adopted.

Motion: That the inward correspondence is accepted and the outward correspondence be adopted.

**Moved** WPMAC      **Seconded:** NSW Pylon      **Carried**

**Reports**

**Treasurer**

**Steve Norrie**

The Treasurer presented his report and submitted the accounts for approval and payment. These will be circulated by bulletin in the normal manner.

Motion: That the Treasurer's report be accepted and the accounts presented be approved for payment.

**Moved CVRCMAC      Seconded: JMAC    Carried**

**Registrar    Dave Lewis**

Currently there are 85 Clubs and a total membership of just over 2120 members.

**Chief Flying Instructor                          George Atkinso**

There is a proposal for a Flight Instructors Course to be held in Wagga in March. The club has been contacted and are providing numbers.

If there are any other people interested in obtaining their Instructor rating, please speak with your club and have them forward your nomination to the Secretary or directly to the CFI.

**Secretary and CASA Liaison      Tim Nolan**

I have been contacted by some of the members who had items in the museum at Bankstown and they are attempting presently attempting to contact other members. Thanks to all who have been assisting to return these models to their rightful owners.

Both the Coffs Harbour and Blacktown area approvals have been completed. There a few others underway and I will advise on those as they are completed.

There are also display applications for Evans Head and the Maitland Airshow completed as well as a few others in progress and we will advise when and as they are completed.

**Other Reports:**

**Land Committee    Greg Hoy**

Greg reported to the meeting that he is still assisting Nowra with the rezoning of the land to include the use of model aircraft. The club are progressing well and have good support from the Council with their application. We will continue to offer what assistance we can.

**Public Relations Officer                          Aranka Nolan**

Aranka reported that the website is now on Word Press and that all members of the Executive will be able to update information and load images. Also, the email system is being investigated to ensure that all Executives can receive and send from the official ANSW system. Also, preparing for the upcoming Strategic Meeting and the three year plan from a promotions and marketing perspective.

**Strategic Planning    Grahame Hutchinson**

The Executive has been preparing to develop and have available for presentation to the AGM a strategic/business plan for ANSW. This will include budgets, targets and other elements including a succession plan, changes to terms of incumbency and the shape of the Executive.

As discussed at the December meeting, we have two quotes for Facilitators and it is recommended that we use Jerry Gerlack and Associates. He is familiar with model aviation and has been involved in strategic planning for business of all sizes.

**Motion:** That the Executive appoints Gerry Gerlach and Associates to facilitate the ANSW Strategic Planning process and total funds to the amount of \$2,400 be made available." (this amount includes the facilitator, room hire and meals).

**Action Items:**

- G Hutchinson to confirm Gerry Gerlach and Associates.
- Treasurer to make bookings for the 25 Feb and the 11 March at DOOLEY'S Waterview Club.

**Moved HMAS      Seconded: ROW    Carried**

Motion: That the reports be accepted.

**Moved Jindabyne (JMAC)      Seconded: WRCS    Carried**

**Awards:**

**Applications received for the approval of MAAA Fixed Wing Power – Silver/Bronze Wings:**

Brett Griffiths	83750	RAAFMAC	Bronze
Frankie Knight	83428	Wagga MAC	Silver
Michael Kowalski	84522	WRCS	Bronze
Peter Hall	84439	WRCS	Silver
Chris Neville	57168	WRCS	Silver

**Applications received for the approval of MAAA Helicopter – Silver Wings:**

Rhys Wyatt	77217	Rebels
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**Applications received for the approval of MAAA Fixed Wing Power – Gold Wings:**

Basil Smith	83626	HEMFC
Bill Day	71404	SNMAC*

\* arrived as late correspondence

Motion: That the nominations for Gold Wings be ratified.

**Moved CMAC      Seconded: WRCS    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 10 March 2017, all members and visitors are welcome.
2. ***The April meeting of ANSW is to be moved from the 14th April (Good Friday) to the 7th April. Advice will be posted on the website and in the ANSW Calendar.***
3. It was asked if an Area Approval meant that a field would automatically be listed on the ERSA advice etc, for pilots. Advice is that these approvals note that models are flown in the location are mentioned within the document

**There being no further business before the meeting, the meeting was declared closed at 9:30pm**

# Aeromodellers NSW 2017 Calendar

(Compiled 6 March 2017)

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

## Mar 2017

<b>10</b>	<b>Aeromodellers NSW General Mtg Dooleys Waterview</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
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## Apr 2017

1-2	NSW Pattern Flyers - Gloucester Aero Club	Gloucester	Felix Nieuwenhuizen	0428 880 633
<b>7</b>	<b>Aeromodellers NSW General Mtg Dooleys Waterview (Note: this meeting has been brought forward by one week)</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
12-17	SAM1788 Championships Events - All MAAA Events plus sport events	Canowindra	Grant Manwaring	02 6241 1320
14-16	NEFA (NAAS Club Field)	Canberra	Peter Pine	02 6676 1437
27-30	Leeton Model Jets 2017	Leeton	Stephen Guest	0428 696402

## May 2017

5-7	TCMAC 10 <sup>th</sup> Annual Scale Rally	Albury	David Balfour	0407 953 903
<b>12</b>	<b>Aeromodellers NSW General Mtg &amp; AGM Dooleys Waterview</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
20-21	NSW Pattern Flyers - Rebel Flying Club	Hexham	Felix Nieuwenhuizen	0428 880 633
20-21	COMSOA Scale Fun fly	Metford	Jason Russ	0414 505 212
20-21	Wyong River Old Timer Weekend Events - Burford, 4 Stroke Duration, 1/2A Texaco, Texaco, Cabin Scramble	Wyong	Bob Marshall	0412 018 988

## Jun 2017

<b>9</b>	<b>Aeromodellers NSW General Mtg Dooleys Waterview</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
17-18	New England Gas Championships Events - Burford, Duration, 1/2A Texaco, Texaco, Cabin Scramble	Tamworth	Gary Whitten	0428 620 358
17-18	NSW Pattern Flyers – SRCS	Gunderman	Felix Nieuwenhuizen	0428 880 633

## Jul 2017

<b>14</b>	<b>Aeromodellers NSW General Mtg Dooleys Waterview</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
15-16	Bega District Model Aircraft Club Events - Old Timer Glider, Burford, Duration, Standard Duration, Texaco, Cabin Scramble	Bega	Peter van de Waterbeemd	02 6496 4769
15-16	NSW Pattern Flyers – Manning MAC	Wingham	Felix Nieuwenhuizen	0428 880 633



**Aug 2017**

<b>11</b>	<b>Aeromodellers NSW General Mtg Dooleys Waterview</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
18-19	Warialda Fun Fly Day	Warialda	Barry Powers	0427 885 058
19-20	NSW Pattern Flyers – Shoalhaven MAC	Bomaderry	Felix Nieuwenhuizen	0428 880 633
26–27	Cowra Oily Hand 2017	Cowra	Andy Lockett	02 6342 3054
	Events - Various, SAM1788 Cabin Scramble			

**Sep 2017**

<b>8</b>	<b>Aeromodellers NSW General Mtg Dooleys Waterview</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
9–10	Coota Cup Old Timer Weekend	Cootamundra	Grant Manwaring	02 6241 1320
	Events - Old Timer Glider, Burford, Duration, 1/2A Texaco, Texaco, Cabin Scramble			
16-17	NSW Pattern Flyers - Gunnedah District	Gunnedah	Felix Nieuwenhuizen	0428 880 633
30-	Eastern States Gas Championships	Wangaratta	Grant Manwaring	02 6241 1320
1 Oct	Events - 38 Antique, Burford, Duration, 1/2A Texaco, Texaco, Cabin Scramble			

**Oct 2017**

<b>13</b>	<b>Aeromodellers NSW General Mtg Dooleys Waterview</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
14	NSW Pattern Flyers – CVMAC	Camden Valley	Felix Nieuwenhuizen	0428 880 633
21–22	Wings Over West Wyalong	West Wyalong	Grant Manwaring	02 6241 1320
	Events - Various Aeromodelling Activities			
21-22	Large Scale Air Racing - NAAS Field ACT	Canberra	Jeremy Randle	0418 390 446

**Nov 2017**

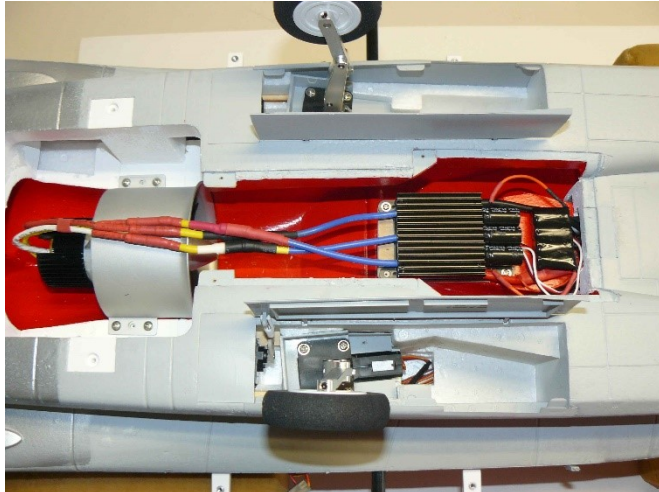
4-5	NSW Pattern Flyers – RAAFMAC	Richmond	Felix Nieuwenhuizen	0428 880 633
<b>10</b>	<b>Aeromodellers NSW General Mtg Dooleys Waterview</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
11–12	Golden West Old Timer Weekend	Parkes	Peter Smith	0423 452 879
	Events - 2CC Duration, Burford, Duration, 1/2A Texaco, Texaco, Cabin Scramble			
22-26	Invitational Scale Classic Downunder 2017	Cootamundra	Cheryl Rolfe	<a href="mailto:cheza1954@iprimus.com.au">cheza1954@iprimus.com.au</a>
25-26	NSW Pattern Flyers – Queanbeyan MAC	Queanbeyan	Felix Nieuwenhuizen	0428 880 633

# Club News & General Interest

## Joseph Frost's Highly Modified EDF F-15/Eagle

I recently got my hands on this 90 mm 'Plug&Play' EDF model jet kit. In its standard format it may take an experienced modeler only a few hours to assemble, plug it in and take off, but after opening the box and making a closer inspection I decided to spend more time on it, making a number of significant improvements.

After reading a few reviews I learned that with the stock '6S' power set up it is bit of a 'slug'. Despite that, I decided to use the stock power unit which is basically a copy of the "Stumax" fan with just one extra blade added to the impeller. The motor is also a copy of the "1680kv HET" inrunner bearing a

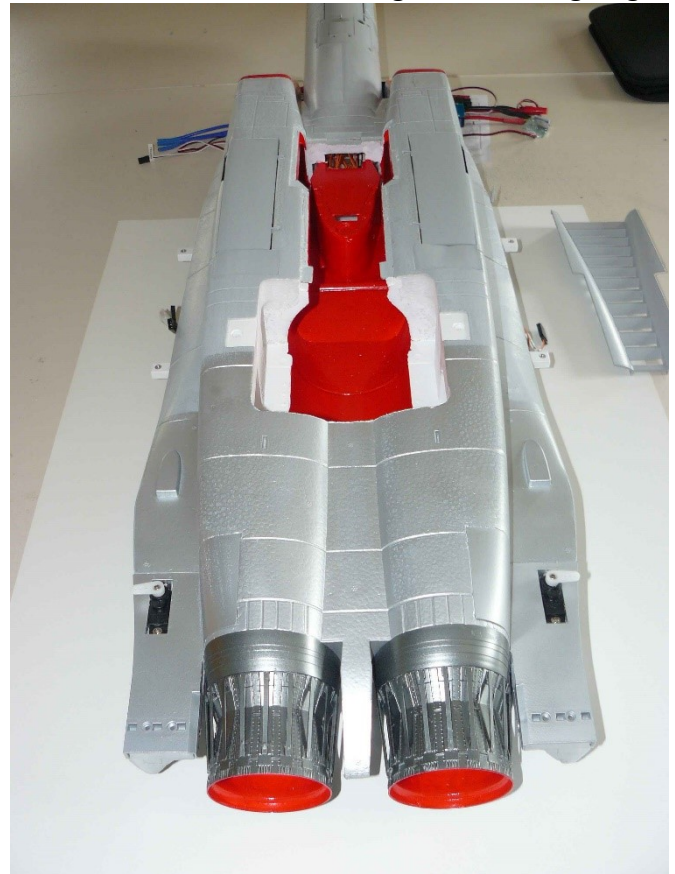


different logo. The fitted ESC is marked 130Amp but in fact it is nowhere near that so I consigned it to my 90-100A basket and replaced it with a fully programmable high voltage 120A Pentium that I have had many years of experience with. I would rather be safe than sorry with this high current draw (close to 120A) stock fan unit. The main power leads were also upgraded to larger gauge wire with 5.5 mm gold bullet connectors, and the stock voltage regulator stealing the power from the main lipo power supply was removed and replaced with an additional heavy duty 5 cell NMHi battery pack to operate all the servo functions and the receiver. After a few tests it became apparent that these minor improvements to the power set up increased my static thrust from the original 2.5 kg

to just over 3 - still little marginal for a heavy EDF model but good enough for some nice scale flying.

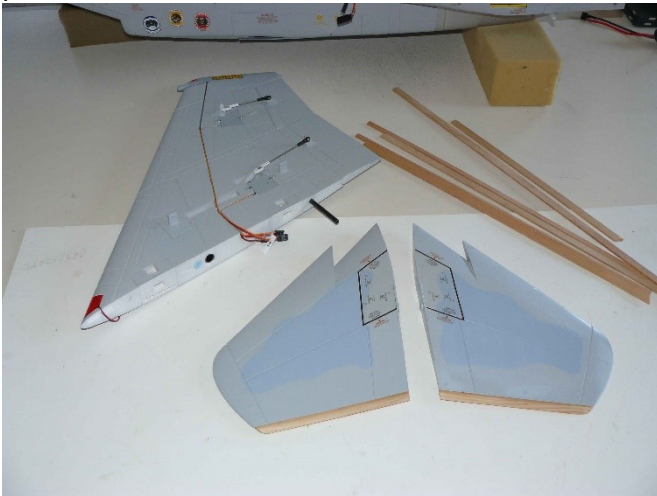


Further improvements were made to the rather inefficient twin inlet/outlet ducts for a single power EDF by smoothing, filling-up all the imperfections inside and a final sealing and gloss finish. The stock 4.5mm straight cut trailing edges

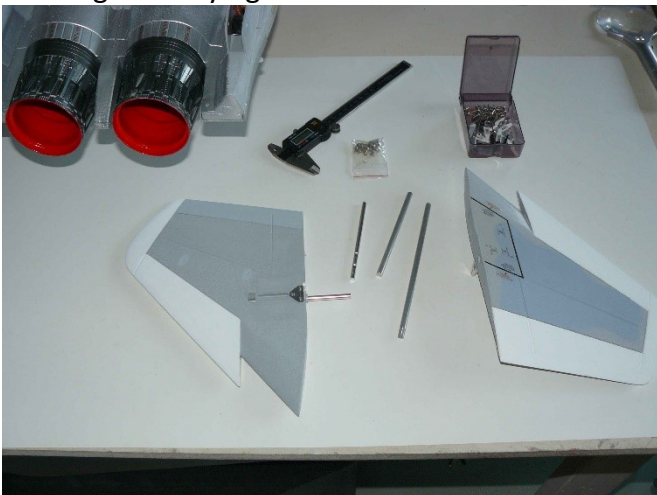


were fitted with finely shaped soft timber ones

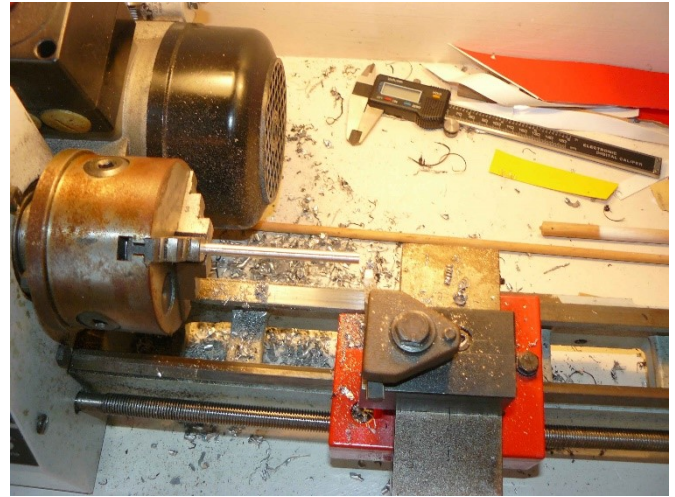
(giving some 13 mm extra flying surface to all controls) and finished off with light filler and painted.



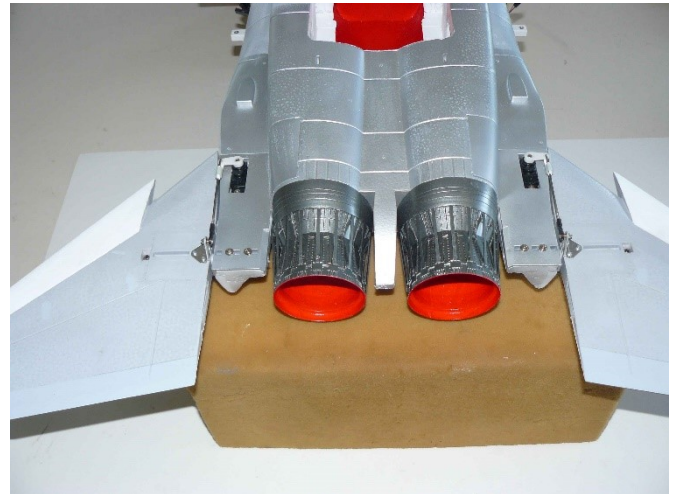
The battery bay had to be enlarged by removing some foam and was redesigned to take the larger 6 - 9 Ah, 6S Lipo packs I that intended to use. Due to this additional weight, the weak scale front section of fuselage had to be strengthened, giving me an opportunity to add a bit of extra nose lift rather than adding more lead to the rear, by adding some ply formers to join the air intakes to the fuselage on the bottom and creating new leading edge/canards on the top along the nose part, creating extra flying area.



While working on the elevators, adding a small amount of lead to the inside of the LE for balance I discovered a serious problem by incorrect size of the control axles which had too much free play when fully assembled. For a one thousand dollar model I would have expected much better. New elevator axles were machined by trial and error for a perfect fit inside the installed tubes and stiffer linkages were used to eliminate any play. Secure



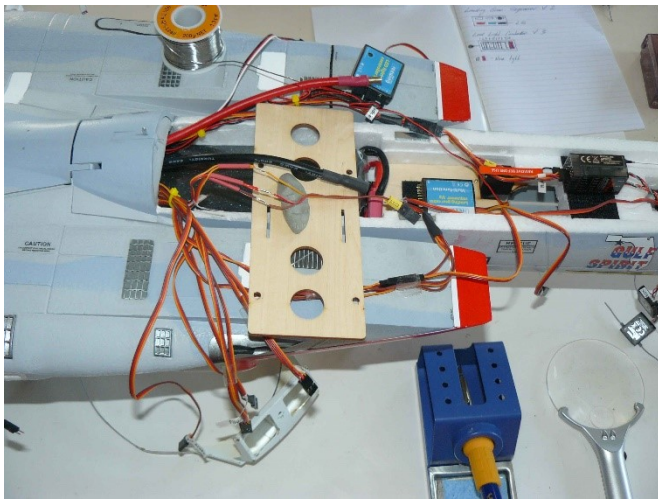
washers were added to all control ball links for my piece of mind.



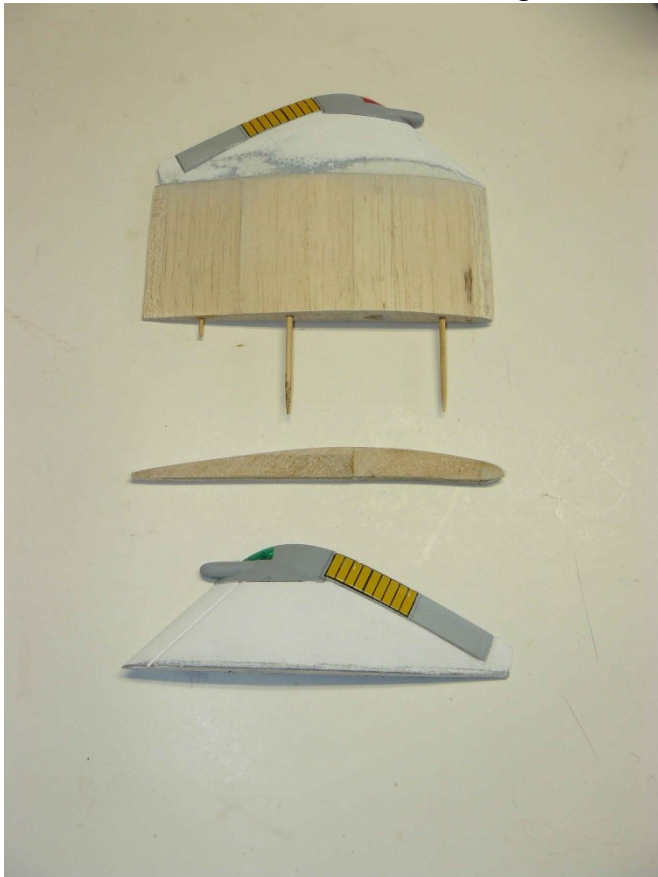
After taking my temporarily assembled model to do some runs along the back street to check the nose tracking and acceleration all seemed to work fine but I decided to install stronger heavy duty springs to all landing gear oleos after bouncing the model all over the place at close to 4.7 kilogram AUV loaded up with 9000/65C rated six cell lipo weighing 1.35 kg alone.

Looking at the model with the very high and narrow span retractable landing gear, as well as the narrow wing span and such a long fuselage, I just didn't like it so I took it straight back on my work bench to do a major mod to the wing tips which is my norm with less efficient and heavy models.

Cutting out the wing tips, carefully removing the wing tip lights I laminated some balsa and shaped up the concaved profile to fit and extend each wing tip by 90 mm. This gives me not only extra stability



but definitely a more impressive look to the model no matter what the scale buffs say. After finishing it off with more filling, sanding and a final touch of paint to match existing coat it was back to check how all these innovations were affecting the CofG.



Moving the CG slightly further back than recommended, loading it up with 6S/6000/65C lipos and the 2400mAh, 5cell NMhi I took it to the beach at low tide to try my first little "Joey's hop".

It was a little windier than I would like, at some 20km/h but being northerly, it was blowing in the perfect direction. Firstly I did few runs along the hard packed sand and while happy with the

tracking I deployed 15 deg of flap and gradually applied the full back stick, taking only some 30 meters for the model to rotate and lift to approximately one metre. Holding it nice and level



for about 100 metres and bringing it down to perfect touch down was all I wanted to see, filmed with my cap cam for further analyses back in my studio. Taking some 300 meters before the model



slowed down to make a U-turn to taxi back made my heart pound a little as the water line was coming a little close for comfort at that distance.

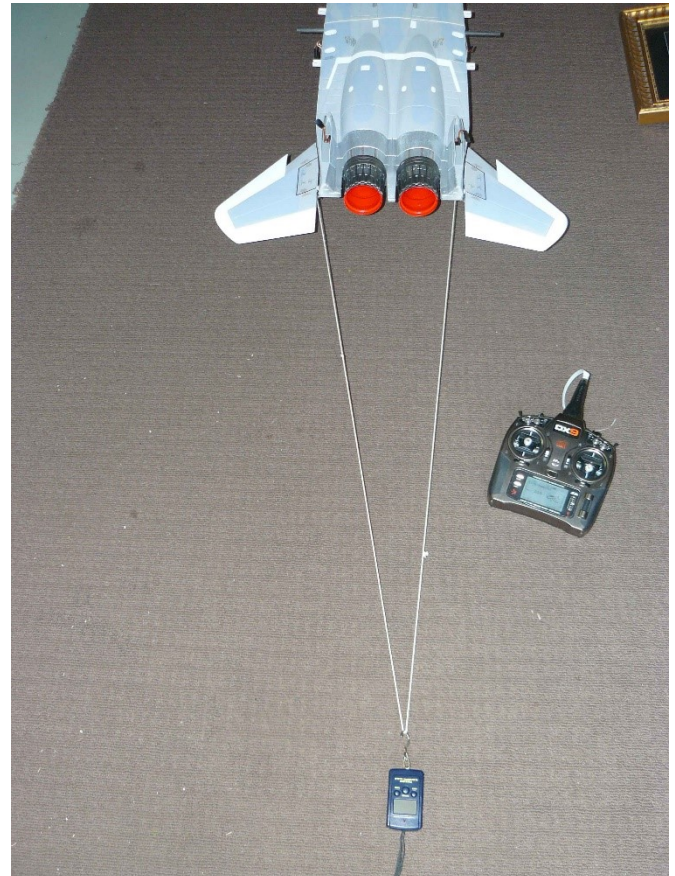
I Couldn't be happier - my motto has always been, "they only fly as good as you build them".

To really find out, I had to wait few more weeks due to the Christmas period of unsettled coastal weather. It was always either too windy or too wet but finally settled so I could head out to my local flying field for a maiden. Typical country of extremes, the day turned out dead calm, not ideal conditions off the grass and sticky hot and humid. Loaded up with 6000mA capacity lipos at 4.5 kilo

AUW and using 15 deg of flap the model rotated after only some 40 metres with the help of the little bounce off my rugged strip. A little bit on the slower side but no problems with a gentle climb after retracting the landing gear and turning into the circuit. After leveling off, the speed increased and I was more than pleased with the stability and the power available to keep this heavy six cell

powered EDF jet aloft. The landing was perfect, maybe little on the hot side so there was no power needed during the final touch down with the nose up (a typical Eagle), same flap deployment as taking off and using the full length of the strip in the dead calm. Just another perfect flying day, and a new model to enjoy in my EDF fleet.

Happy flying, Joseph Frost.



## Rise off Water's Sunday at the Regatta Centre

Rising off water at the Regatta Centre went ahead last Sunday (26 Feb) despite the unpromising weather forecast. To the surprise of all who turned up it ended up being a very pleasant day with a light breeze and every dark cloud that threatened had the good manners to skirt around the flying area, leaving us nice and dry. There was a mid morning treat thanks to Dave Lewis' gas powered pie oven with party pies and sausage rolls for all – thanks Dave.

A number of aircraft took to the skies off water for the first time including Jason Hunter's FMS deHaviland DHC-2 Beaver which flew very nicely indeed. My Great Planes Seawind had a successful first flight but didn't quite get off the water for its second after hitting a ripple (blame the pilot) and putting its nose under water – result: a dunked ESC which didn't recover. Easily replaced and we're ready and looking forward to next month.





*The recovery boat....*

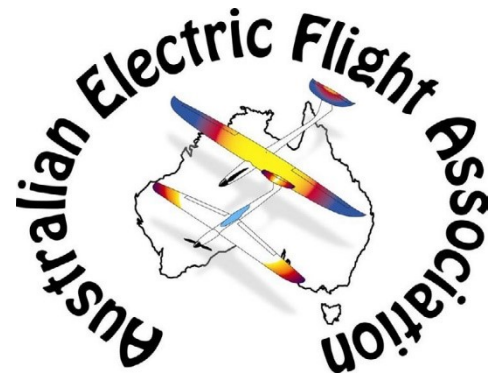






# Would you like to win a Stork 4.0m Electric Glider?

**Announcing a fund raiser to send an Aussie team to the F5J World Cup in Slovakia 2017**



The F5J Electric glider event was started in Slovakia and has been growing in popularity all over the world since 2012. In Australia F5J is booming! Last year, in 2016, many F5J events were held in various parts of the country, some with attendance as high as 33 fliers! The AEFA has been foremost in promoting this new class of electric gliding, by supplying equipment, making height devices available for loan so fliers can sample the simple event that does not require a high-tech glider, and by running events for clubs and organisations.

Now the FAI has invited the Trnava club in Slovakia to prepare a proposal for the first F5J World Championships to be held in 2019. Australia needs to present an experienced and qualified team for this first World Championships!

In the meantime, the World Cup, run by the Trnava club each August, continues. In 2017 they are offering three F5J events in close proximity in one week in August to make it worthwhile for overseas teams to attend. They are calling it the Slovak Triangle!! We need to send an Aussie team to check the lie of the land and bring back significant intelligence!

The AEFA has commenced a fund to assist the best F5J fliers (on the Australian Leaderboard) to attend the Slovak Triangle of three events in August 2017, including the World Cup.

**Well here is a new offer! You can take part in a raffle that has as its prizes:**

- 1st - Stork fully molded F5J kit valued at \$2,850**
- 2nd - New E-Flite Radian kit valued at \$295**
- 3rd - Scorpion 3026 motor valued at \$189**

Tickets are \$10 each or three for \$20 - see a sample ticket below. The raffle will be drawn at the presentation at the NEFR at Canberra this coming Easter. Proceeds from this raffle will go to the team for Slovakia!

Buy tickets online. A page has been set up on the AEFA web site. You can simply click on a PayPal link and buy the tickets you want. Here is the page you need to go to - this is a live link:

<http://aefanet.com/world-champ-fund-raiser>

<p><b>Fund an Aussie Team F5J World Cup 2017</b></p> <p>Name: _____</p> <p>Address: _____</p> <p>_____</p> <p>Phone: _____</p> <p><b>Ticket No: 0093</b></p>	<p><b>Funding an Aussie Team to the F5J World Cup, Slovakia 2017</b></p> <p>First Prize: 4.0m F. Sto. Kit valued at \$2,850</p> <p>Second Prize: New E-Flite Radian kit valued at \$295</p> <p>Third Prize: Scorpion 3026 motor valued at \$189</p> <p>To be drawn at the AEFA National Electric Flight Rally, Canberra, Easter 2017</p> <p><b>Ticket price: \$10 or three for \$20</b></p>	  <p><b>Ticket No: 0093</b></p>
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# Lucky RC Pilots – How You Can Become One (Part 1)

Reproduced from Scott Rhoades' Blog at <http://allrcflight.com/lucky-pilots/>

If you fly R/C with a group or in a club you may have noticed there are pilots that just are just plain lucky. They come out to the field day after day and never seem to have a single mishap. While you on the other hand feel perpetually unlucky, always heading home after a flying secession to do repairs or take usable parts off an airframe that no longer is.

Dumb thumbs have little to do with what I'm talking about. It's those unexplained or out of nowhere failures that leave you scratching your head. The types of things that hardly ever happen to those "other" guys.



So... are those guys just truly more lucky RC pilots than you?

Luck really has very little to do with it and after a couple of decades of flying R/C planes, I've discovered the reality is those guys simply have a set of habits and practices that decreased incidents of fate or happenstance. Slowly and without much notice I've discovered that I, by accidental learning, have finally become one of the "lucky pilots". Let me just say the last few flying seasons have gone very well for me. I dare not say more because the R/C Gods are very finicky and will, without notice, take a sacrifice or two or more for being overconfident. So before going any further, I want to thank the aforementioned R/C Gods for allocating an abundance of good fortune in my direction.

Appease the R/C Gods in your own way, but the true answer to reducing occurrences that appear to be happenstance is taking care of the items that we can control. There are several elements, habits, routines, or behaviors that separate the lucky from the chronically unlucky. I've identified most of them and have provided an outline on each below. Much of what is presented was collected simply by observing others (sometimes what NOT to do) while some were instilled by my mentor during my training. Without further ado, let's pass the keys to being a lucky modeler.

For years my only method of maintaining transmitter and receiver batteries was the simple wall chargers that came with the radio. It's hardly a coincidence that the moment I invested in a high quality battery charger/cycler, my luck improved. Mind you, I was never a slacker on battery maintenance before; it's just that a good system that automatically charges to peak and allows continual monitoring of mAh capacity is worth its weight in gold to a modeler. Let me put this another way. I don't know a "lucky" modeler that doesn't constantly utilize a good charger/cycling system.

I've found there is nothing like good ole information to keep adversity at bay. As an example a few years ago I purchased a Hangar 9 Showtime, however before I made that purchase I read a review of the plane in the now long gone R/C Report. The author saved me big time when he discovered, the hard way, that the recommended aileron throws were way too

much for us simple mortals. Just about any plane, motor or what have you has been discussed ad nauseam on the net. Instead of guessing and leaving things to chance, the answer to any question is just a few key strokes away. The net has taken the "learn from the mistakes of others" to a whole new dimension. The

lesson here is "don't discount the experience of others and believe you know better".

Doesn't take rocket scientist to realize the probability of damaging a plane vastly increases as soon as the engine becomes deadstick. Often the culprit of a bad running glow engine is bad fuel. I frequently noticed the so-called "lucky pilots" were getting rid of partial gallons of fuel. Once I got it through my tightwad head, that half a gallon of fuel is much cheaper than an airplane, I too started "getting rid of old fuel" and as a result, greatly decreased my occurrence of deadsticks.

Now if you fly electric you don't have to worry about bad fuel making your plane go deadstick although components working much harder than designed will bring a spinning prop to a standstill pretty darn quick. Although beyond the scope of this discussion it is best to learn electric systems and know how to analyze the numbers. In other words get a watt meter and learn how to use it.

Here is one of those from which I learned what NOT to do by watching others. This conclusion was made after a lengthy study with mathematical probability thrown in. The scientific deduction is, "needle tweakers have flights that end in a deadstick at a MUCH higher rate than anybody else". Those trying to squeeze every last bit of available power out of an engine often get the mixture too lean thus causing it quit at the most inopportune time. The performance of a plane with an engine running slightly rich and a few less max RPM, is barely noticeable to most pilots. If you want to increase an airplane's longevity, be concerned about keeping the engine running rather than running at absolute maximum performance.

That's enough for now. In Part two we'll look into more of what makes a lucky pilot lucky.

## Upcoming Events



# PYLON RACING

## SUNDAY 2ND APRIL 2017 at "ARTHURSLIEGH" MARULAN

Pilot briefing 9:00am Sunday

Practice and sports flying Saturday 1st April

Entrants must have current MAAA membership

Entrants and callers must bring hard hats

Fuel supplied on race day

Accommodation, camping, showers, cooking and Bar-B-Q facilities at field, or Ali's Motel Tavern and Restaurant at Marulan Ph 48411330

This is a private field and only available on the advertised dates  
Please contact organisers for directions.

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### FURTHER 2017 DATES

Pitt Town 28May, Nowra24/25June, Pitt Town Sat29July,  
Richmond 24Sept TBC, Marulan 18/19Nov TBC

Q500

F400

F3D

F3T

E500

**Other classes  
depending on  
numbers Please  
contact organisers  
to register  
New racers always  
welcome**

**NSW PYLON RACING  
CLUB INC.**

[www.nswpylon.org](http://www.nswpylon.org)

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**NEFR 14-16 April 2017**  
*NAAS Club Field, Canberra*

**Australian Electric Flight Association**

**Food:**  
 All day from 8:30  
 Sausages  
 Bacon & Eggs  
 Steak Sangas  
 Coffee  
 Tea  
 Soft drinks

**Events:**  
 Foamy Pylon  
 LEG  
 Radian  
 Old Timer  
 F5J  
 Scramble  
 Scale

**NAAS:**  
 Legendary Lamb  
 Roast Sunday night.  
 \$25 per head.  
 It's worth going  
 just for this!

**GPS  
 coordinates:**  
 -35.583815  
 149.061196

Bring yourself, bring the family next Easter and come to Canberra.  
 There's lots to do in Canberra and then there's  
 the flying which will be great.

Full details including, entry form, accommodation options,  
 directions, event descriptions, event CDs, nearby places to visit  
 are all here on the [AEFA website](http://www.aefanet.com).

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**Bring your aircraft and skill to the fantastic, unrestricted, safe  
 Willie Emmett Flying Field south of Tharwa**

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**Event includes Annual AEFA AGM and Dinner:**

Vikings Club - **7:00 for 7:30pm, Saturday April 15th, 2017**  
 Corner Athllon Drive & Rowland Rees Crescent, Greenway ACT 2900 (20 minutes drive from field)

**Moo Baa Room**, at back of restaurant. \$45 per head  
 Alternate drop main course and sweets - bar available

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**Contact Details for AEFA Executive & Event Director**

**Terry Scolari** - President - 0408 646 760 - [tscolari@bigpond.com](mailto:tscolari@bigpond.com)  
**David Lucas** - Treasurer and NEFR entries - (02) 6676 4107 - [riverscat@mac.com](mailto:riverscat@mac.com)  
**Peter Pine** - Event Director - (02) 6676 1437 - [ppine@northnet.com.au](mailto:ppine@northnet.com.au)

**Event rules, including F5J changes, entry form etc visit Australian Electric Flight Association web site**  
[www.aefanet.com](http://www.aefanet.com)

**For NAAS website visit** [www.naas.org.au](http://www.naas.org.au)

# LEETON MODEL JETS 2017



**27<sup>th</sup> 28<sup>th</sup> 29<sup>th</sup> 30<sup>th</sup> of APRIL, 2017**

## **Venue – Brobenah Airfield . LEETON NSW**

Event –All welcome for a fun filled thrilling weekend of RC jet flying with Turbine , EDF and maybe even Nitro Ducted fans (for the Old school methanol sniffers), so dust off your models and don't miss an unforgettable weekend of Jet Flying, Display flights and our awesome night flying on the Saturday night after dinner at the Airfield. Come and see some old friends, make some new ones, just get out of the house!!! And take in the country lifestyle of LEETON.

### Contact

Stephen Guest mob. 0428 696402, wk. 02 69534352

email – [stephenguest@bigpond.com](mailto:stephenguest@bigpond.com)

Peter Papas mob 0411 882255 email- [peter@paps.com.au](mailto:peter@paps.com.au)

# TWIN CITIES MODEL AERO CLUB

Albury/Wodonga

## 10th Anniversary Autumn Scale Rally

Autumn is the perfect time to visit the Border Region and fly in ideal weather conditions. This is a no competition rally open to all Scale Models, including ARF's and Non Builders of the model entries, so bring them all along, even if it looks scale come and fly.

Current MOP certificates will need to be sighted for models exceeding 7kg

Contact : David Balfour 0407953903

[djbalfour@bigpond.com](mailto:djbalfour@bigpond.com)

Central Reserve Road Ettamogah NSW 36.00.431 146.57.891

**May 5/6/7 2017**

10th Anniversary Autumn Scale Rally



## COMSOA SCALE FUN FLY 20th. and 21st. MAY 2017

AT COMSOA'S FLYING FIELD AT EAST MAITLAND OFF RAYMOND TERRACE ROAD.

**Saturday the 20th**-- Gate will be open about 0700 Flying can commence after 0830. Fly as much as you wish. Registration starting after 0900

**Sunday the 21th**. Gate open about 0700, flying after 0830 and will be to our usual format with organized flying in each category. Judging will be by entrants on Sunday **CATEGORIES**----  
MILITARY UNDER AND OVER 7 KG. ----CIVILIAN UNDER AND OVER 7kg .- JET and SPORTS MODEL  
**Prizes 1st. 2nd. and 3rd. in all categories, plus Model of the Meeting.**

*If you are intending to participate please PRE ENTER if possible. There is no problem changing your model entry on the weekend if required.*

**Pre entry draw cut off date is Thursday the 18th. MAY 2017**

**Entry for the weekend is \$30. Entry fee includes lunch on Saturday and Sunday. If pre entering pay on the weekend.**

**MAAA Membership cards and Heavy Model/Turbine Permits will need to be sighted. Free tea and coffee. Cold drinks on sale all weekend.**

**VISIT OUR WEB SITE** [www.comsoa.com](http://www.comsoa.com) **for up to date info for the event and about our club.**

**AN ENTRY FORM is on our web site, it is a very easy to use electronically submittable form.**  
**Also there is a blank form which can be printed and posted or transmitted by attaching to an email to**  
**[scalefunfly@comsoa.com](mailto:scalefunfly@comsoa.com)**

**If mailing and for general inquiries:-**  
**Jason Russ, 75 Clyde Circuit. Raymond Terrace 2324 Phone**  
**0414505212**

## For Sale

- E flight carbon cub 86" bnf **\$300**
- E flight mentor 55" (balsa) just add rec to fly **\$200**
- Radian XL 2.6m bnf **\$200**
- Pheonix tiger 40 airframe only **\$100**
- SF models eindecker 60"airframe only **\$100**
- Magnum 61 2s new in box **\$60**
- Saito 56 4s new in box **\$200**

All in good condition

Please txt or call for pics or info - Rod 0430 093 836



**Deadline for submissions to Newsletter #394  
(April 2017) is  
Tuesday 14<sup>th</sup> March 2017.**

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