



AEROMODELLERS
NEW SOUTH WALES



Dave Newman (WPMAC) with his TF Models 1/10th scale AH64 Apache, TRex 600 mechanic.s Length 1.5m, Rotor span 1.36m. Has a 4 blade head and a 4 blade tail rotor. Currently waiting on a full depth cockpit kit, gunner and pilot figures and a scale M230 cannon. The crew and the cannon will have a servo in each to allow them to move left and right with the cannon slaved to the gunners head.

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Diary Notes

Next Aeromodellers NSW Meeting

Friday 7th 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 (14th) falls on Good Friday.

Following Aeromodellers NSW Meeting (incorporating the Annual General Meeting)

Friday 12th May 2017, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.** **Note:** This meeting incorporates the 2017 AGM.

Newsletter #396 (May 2017) deadline for submissions:

Tuesday 11th April 2017.

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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 10 March 2017

Meeting Opened: 8:00pm

Attendees: T Nolan ROW, G Hoy CMAC, R Masters WPMAC, D Lewis Coota, J Randle NSW Pylon, J Deece HMAS, R Carpenter HMAS, B Thrift CVRCMAC, S Norrie NSW SAS

Visitors: Nil

Apologies: G Atkinson WRCS, G Hutchinson ROW, E Ashley CVRCMAC

Minutes: Motion: That the minutes of the meeting held on the 10 February 2017 at DOOLEY'S Waterview Club, Silverwater as published in Newsletter 394 be accepted as a true and correct record of that meeting.

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

Moved: HMAS **Seconded:** CVRCMAC **Carried**

Business Arising:

The meeting was advised of the recent death of Peter Abell who drowned in the surf while swimming with his two sons, he was caught in a rip, south of Coffs Harbour on the 1 March. Peter was very well known in glider circles and had represented Australia on a number of occasions in F3B. As well as being a keen modeller he was also very well known in botanical circles both domestically and internationally.

Peter was aged 54 and ANSW offer our condolences to his wife Sue and the three children. The Funeral was held today at Coffs Harbour and there were a number of Aeromodellers in attendance.

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, correspondence re jamming equipment.

* M 1.2 Secretary, various communications surrounding the MAAA Museum items.

I especially want to acknowledge the work put in by your Executive and Committee over the December-January period. This was led by Graham Hutchinson. To date we have held two meetings with a third to be held on the 11th March (tomorrow).

The purpose of this planning is to provide direction in all areas of management for the Executive and the membership overall. This will allow you, the members, to have confidence that there is a plan and there will be outputs that will benefit everyone whilst providing guidance for new members of the Executive.

Annual General Meeting

ANSW will be holding its AGM in May. Due to timeframes required for the provision of information to the membership, I would like to bring this meeting to all members’ attention. As noted above your Executive is working hard to providing you, the members, with direction for the future of our organisation. It is important that we have representation from as many clubs as possible, not only on the Executive, but also at the Monthly Management meetings.

I need to stress that this organisation needs input and ideas to continue to represent your requirements. Please give some thought to putting up your hand to join the Executive or the Committee. You do not need to go through your club to nominate for a position. If you wish to nominate it only requires a nomination, signed by an individual ANSW member and witnessed by a second ANSW member. Nominations will close 14 days before the AGM. Please think about joining the best team for Management of Aeromodelling in Australia.

Registrar Dave Lewis

Currently we have 2147 members, and our total last year was 2302 at year end.

Interesting demographic break down in ANSW, 70.1% are between 50-81, in more detail;

	MAAA	ANSW
18 or under	413 (4.37%)	88 (4.1%)
19-29	303 (3.21%)	65 (3.03%)
30-39	692 (7.32%)	162 (7.55%)
40-49	136 (14.4%)	325 (15.41%)
50-59	2017 (21.34%)	446 (20.77%)
60-69	2233 (23.62%)	504 (23.47%)
70-79	1834 (19.40%)	447 (20.82%)
80 or over	600 (6.35%)	110 (5.12%)
Total	9453	2147

Public Relations Officer Aranka Nolan

Preparations continue for the Strategic Planning session tomorrow, and we are still addressing the issues with the email log in and currently seeking external professional assistance.

Chief Flying Instructor George Atkinson

Apologies from George – nil report due to illness.

Secretary and CASA Liaison Tim Nolan

We have been working with the RPAS arm of CASA since the start of the year, this is going very well, and we have now completed a number of applications for Public Displays and Area Approvals. These include, Bega District Model Club and also for jets at Kempsey Airport.

It is of interest that the Kempsey approval is for multiple flying days, and will run for five years. This helps reduce the cost of these events for the organising club.

The quality of the risk Assessments is improving to the point where CASA is able to complete the application without having to come back to the applicant for more information. This means reduced costs to us, so if you have any questions on risk assessments then please let me know.

It is the view of the Executive that every club should have a risk assessment completed for their flying field, it is not something that is particularly difficult. It does take a few hours, but once it is done it provides a great base document for your club to look critically at your safety procedures and the risks in your location.

Strategic Planning Grahame Hutchinson

The ANSW Executive has now held three Strategic Planning workshops, the first being a broad-based discussion aimed at developing an agenda for the follow on workshops facilitated by Gerry Gerlach. The two Facilitated sessions were held Sat 25 Feb and Sat 11 Mar and a final one is planned for Sat 8 April. We are progressing well and expect to have the ANSW Strategic Plan available for presentation at the AGM in May.

Motion: That the reports be accepted.

Moved CMAC Seconded: ROW Carried

Awards:

Applications received for the approval of MAAA Glider – Bronze Wings:

Robert Nutman	83994	SSSFA
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Applications received for the approval of MAAA Fixed Wing Power – Gold Wings:

Mark Ashby	75629	Cootamundra
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Motion: That the nomination for Gold Wings be ratified.

Moved CMAC Seconded: WPMAC 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 7 April 2017, all members and visitors are welcome.
2. The AGM is coming up in May and the Executive is looking for any people who are interested in helping to shape the future of Aeromodelling in NSW. We have moved on from the challenges of the last few years and would like to see us continue to grow and develop ANSW. Specifically we are

looking for some people who can assist with the CASA role and have some experience in risk management documents (you don't need a lot but a basic understanding would help), also someone to help with some of the secretarial tasks, there are also some positions as Committee members.

3. The Executive will submit a motion to amend MOP006 and remove the three year term for heavy model inspectors. This will be an item for the MAAA Conference. Accordingly all current Heavy Model inspectors will be re-appointed by the Executive. If you do not wish to continue in this role please advise the Secretary. If any clubs have concerns they should discuss this with the individual Inspector before raising it with ANSW.

There being no further business before the meeting, the meeting was declared closed at 9:00pm



We love flying because?!!!

Aeromodellers NSW 2017 Calendar

(Compiled 31 March 2017)

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

Apr 2017

1-2	NSW Pattern Flyers - Gloucester Aero Club	Gloucester	Felix Nieuwenhuizen	0428 880 633
7	Aeromodellers NSW General Mtg	Silverwater	Bob Carpenter	02 4577 6612
	Dooleys Waterview (Note: this meeting has been brought forward by one week)			
12-17	SAM1788 Championships	Canowindra	Grant Manwaring	02 6241 1320
	Events - All MAAA Events plus sport events			
14-16	NEFA (NAAS Club Field)	Canberra	Peter Pine	02 6676 1437
16	Seaplanes - Regatta Centre (Easter Sunday)	Penrith	Tim Nolan	0412 173 440
27-30	Leeton Model Jets 2017	Leeton	Stephen Guest	0428 696402
28-30	Dam Busters R/C Float Plane Fly-In	Wyangala Dam	Darren Smith	0488 012 836

May 2017

5-7	TCMAC 10 th Annual Scale Rally	Albury	David Balfour	0407 953 903
12	Aeromodellers NSW General Mtg & AGM	Silverwater	Bob Carpenter	02 4577 6612
	Dooleys Waterview			
12-14	CUB Fly-In. Anniversary of the J3 Cub at NAAS Field	Canberra	John Amerigo	0409 917 806
14	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
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	Wyong	Bob Marshall	0412 018 988
	Events - Burford, 4 Stroke Duration, 1/2A Texaco, Texaco, Cabin Scramble			
28	Pylon Racing at CKSMAC	Pitt Town	Peter Kearney	0407 013 230

Jun 2017

9	Aeromodellers NSW General Mtg	Silverwater	Bob Carpenter	02 4577 6612
	Dooleys Waterview			
17-18	New England Gas Championships	Tamworth	Gary Whitten	0428 620 358
	Events - Burford, Duration, 1/2A Texaco, Texaco, Cabin Scramble			
17-18	NSW Pattern Flyers – SRCS	Gunderman	Felix Nieuwenhuizen	0428 880 633
18	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440

Jul 2017

14	Aeromodellers NSW General Mtg	Silverwater	Bob Carpenter	02 4577 6612
	Dooleys Waterview			
15-16	Bega District Model Aircraft Club	Bega	Peter van de Waterbeemd	02 6496 4769
	Events - Old Timer Glider, Burford, Duration, Standard Duration, Texaco, Cabin Scramble			
15-16	NSW Pattern Flyers – Manning MAC	Wingham	Felix Nieuwenhuizen	0428 880 633
23	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440

Aug 2017

6	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
11	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
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
19-20	TARMAC 2017 Scale Rally (Somerton Field)	Tamworth	Allan Potter	0413 184 301
20	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
26-27	Cowra Oily Hand 2017 Events - Various, SAM1788 Cabin Scramble	Cowra	Andy Lockett	02 6342 3054

Sep 2017

8	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
9-10	Coota Cup Old Timer Weekend Events - Old Timer Glider, Burford, Duration, 1/2A Texaco, Texaco, Cabin Scramble	Cootamundra	Grant Manwaring	02 6241 1320
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

1	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
13	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
14	NSW Pattern Flyers – CVMAC	Camden Valley	Felix Nieuwenhuizen	0428 880 633
19-22	Twin Cities Float Plane Fly In	Albury	TBA	
21-22	Wings Over West Wyalong Events - Various Aeromodelling Activities	West Wyalong	Grant Manwaring	02 6241 1320
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
10	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
11-12	Golden West Old Timer Weekend Events - 2CC Duration, Burford, Duration, 1/2A Texaco, Texaco, Cabin Scramble	Parkes	Peter Smith	0423 452 879
22-26	Invitational Scale Classic Downunder 2017	Cootamundra	Cheryl Rolfe	cheza1954@iprimus.com.au
24-26	NAAS Mammoth Scale weekend	Canberra	John Amerigo	0409 917 806
25-26	NSW Pattern Flyers – Queanbeyan MAC	Queanbeyan	Felix Nieuwenhuizen	0428 880 633

Dec 2017

9	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
17	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440

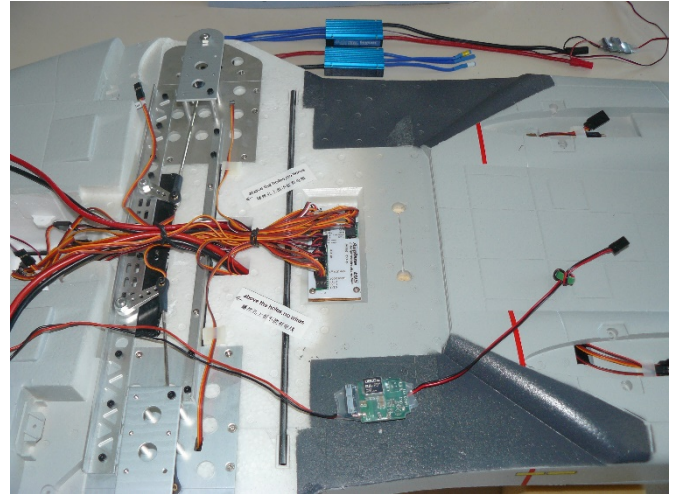
Club News & General Interest

More from Joseph Frost with his EDF F14 Tomcat

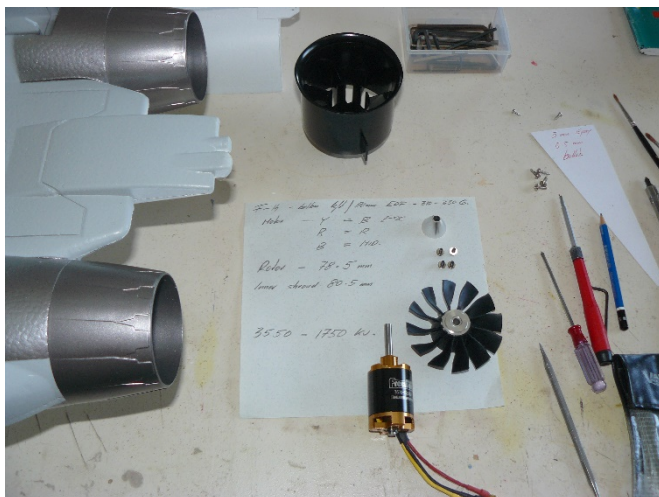
Here is another project that I'm working on - something different again.

My jet infection... I blame it on the "F-14/Tomcat". I still remember the day, well over a quarter century ago. I was at my RC Helicopter home club and the Secretary asked if anyone would like to come to do some demo flying at the Jet Meet to be held some eight hours drive away. Well, my eyes almost popped out on hearing this because in those days while being up to my neck in scale model helicopters I never knew there was such a thing as a jet model aircraft - so I was the first to volunteer.

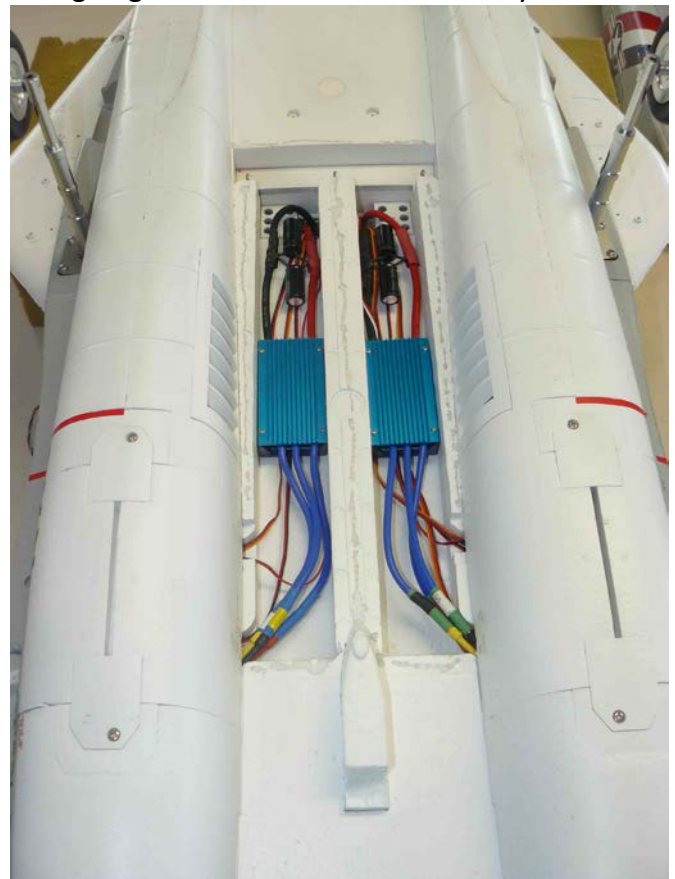
back home three times further than me without the model.



Next day, with bit of a headache after two days of all the tuning noise, oil smell in the pits and not so much flying action it was time to pack up and drive back home with complete with a new inspiration, "I'm going to build one of these one day"!



After a few formalities such as explaining to my darling that this was a very important gathering, only for big boys and booking the accomodation in the nearest motel, there I was with couple of scale choppers and spare parts packed in my 4WD at a rather dusty flying field following a long drive from home. The first thing I did was rush over to the pilots pits, well filled with some 20 or so scalish looking jet models of every type and size - some with almost a three metre wing span. I was impressed to say the least, and the "bug was germinated", especially after seeing this noisy and castor oil smelly twin "Tomcat", disintegrating itself into pulp after losing one of its engines on final. Definitely my favourite model at the meet but I couldn't help feeling sorry for the pilot, travelling



Well, a lot of water has passed under the bridge sincethen but I finally got my hands on a "Tomcat".

A twin 80mm EDF, so called PNP, meaning plug and play almost ready to fly model. For an experienced modeller it might take few hours to put together, just add your own receiver and battery, plug it in



and off you go. After building a few dozen similar models over the years I'm never in so much of a hurry, especially with such a complex model as this "F-14" so, I prefer to take my time. These are mass produced models for the global market, produced in their thousands, fitted with the rather cheap gear and put together by cheap labor so it always pays to double check every bit or to improve it to become a long lasting model to enjoy for the long



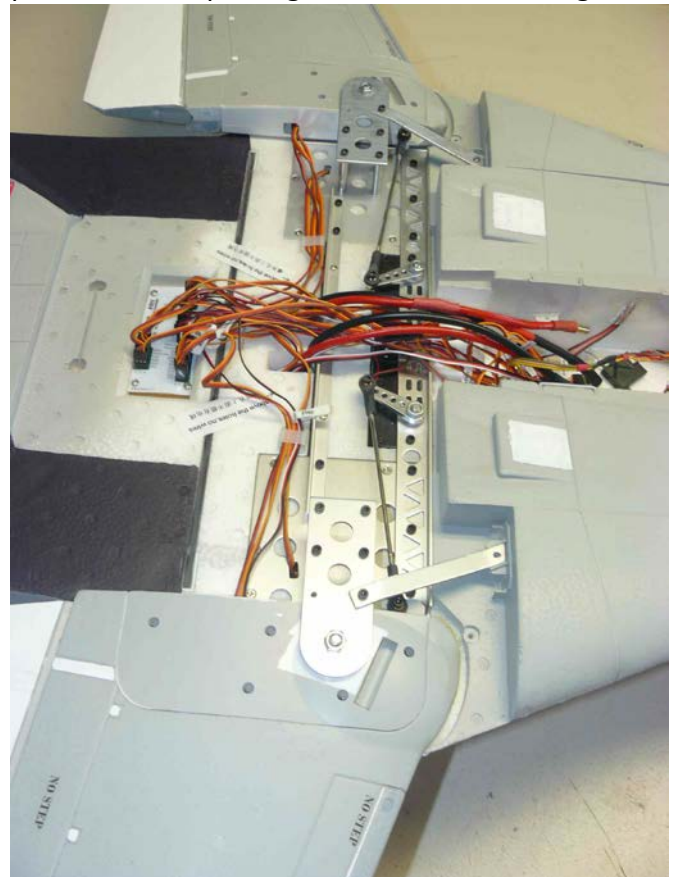
term. I'm not trying to be critical but rather practical with my approach, so I'm not going to mention the brand of the model, but will only detail my improvements and modifications that make this jet much better than the stock version. LOL.

Firstly, thing after checking all the parts I removed both power units to inspect the motors and the impeller mountings. I found a pretty large gap

between the rotor tips and the inside of the shroud but this will be resolved later after a few test runs



to give me some idea of the static thrust. The stock unit was fitted with an 8A voltage regulator to supply power to all functions from was removed and will be replaced with separate 5 cell NMHi/HD pack. After putting the airframe together,



temporarily fitted with the stock set up, I found the static thrust was nowhere near that claimed by the manufacturers at 5.6 kg. I managed to get only some 3.5 kg. Later, replacing the stock 80A, ESCs with a larger 130A unit, fitted with heavier gauge power leads, better quality 5.5mm bullet connectors, extra capacitors in line and a slight

reduction of rotor tip clearance by adding a layer of alloy tape inside the fan shrouds, my static thrust has improved to well over 4kg. The 4-5mm.



straight cut trailing edges of all flying surfaces and controls were fitted with fine shaped soft-wooden ones, extending some 13-15mm. pGaps were filled with putty, sanded and painted with bit of contrast colour to kill the grey stock monotony. While the power units were removed, all internal ducts were finely sanded and imperfections filled to a smoother finish which is going to improve the performance. I then added some aesthetical value (at least to my liking) to the internal surfaces with a nice flame red colour scheme.

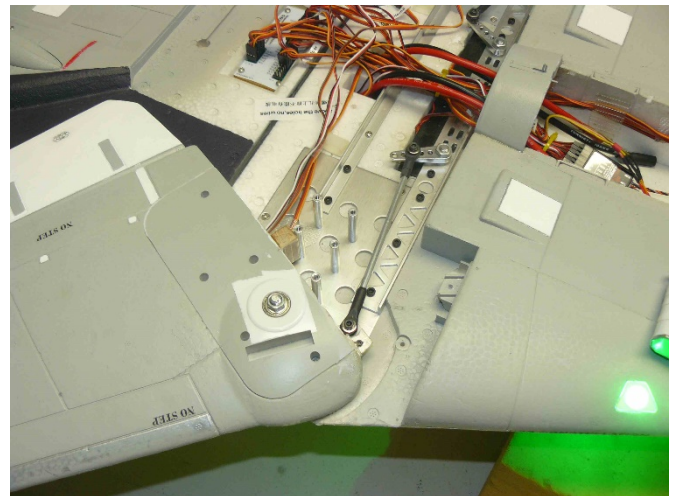
While doing all this messy work the battery bay had to be redesigned to take larger packs by removal of some foam and them reinforced with ply formers



for extra strength on the belly of the model. This also allows me to move both power packs more freely to obtain the correct CofG. Performance is always more important to me than some scale gadgets so the toyish looking pilots and all the cock

pit junk was cut out and the canopy painted silver, giving me more room for the receivers and the extra battery volume.

This is quite a heavy model for a foamy at well over 6 kilograms flying weight so the landing gear will have to be dealt with especially if flying this model off the grass. The oleo springs had to all be replaced with heavy duty ones which took me bit of time to find while chasing around a few metal-mart shops. The plastic nose gear support strut was reinforced with carbon fiber rod and a wooden



stopper to handle the heavy LiPo nose weight and major ply reinforcement was done to both main gears to minimize possibilities of the long oleos bending or collapsing. Sadly, the landing gear on these ARF models is never good enough and will always require regular maintenance and if flying from grass fields, even more so. For the less experienced pilots they often last only one landing so landing skills will always play a huge part, God willing.

While assembling my elevator stabs I have added some lead inside both leading edges to reduce the servo loads or the possibility of flutter, but again, as with my F-15 I found excessive play due to the incorrect size of the control axle shafts inside the tubes so I have machined new ones for perfect fit from 6mm alloy rods found at the local aluminium supplier. The flimsy stock control push rods were also replaced with heavy duty 4-40 ones and more robust clevises fitted for this primary control function. After refining both rudder fins with new trailing edges, I gave the whole surface of the model a good sanding using fine 220 grit sand

paper to take off all the air nipples in the foam and at the same time to achieve bit of weathering and wear look.

Time to fit the wings on, and check the variable sweep mechanism. After adding on trailing edge extensions there was some foam trimming required for free travel also a also minor reduction of full sweep to eliminate any possibility of wing tips



coming in contact with the elevator stubs during maximum control deflections. Let me add, this mod is mainly due to my extended trailing edges, exaggerated by slight free play movement of the fully swept wings at high flying speed if not correctly adjusted by the control mechanism links.

To eliminate this free play and also to minimize the load on the electric motors controlling the wing movement I have added some ply limiters and adjusted the control linkages for precision and equal travel. Unfortunately the installed system doesn't allow for proportional swing wing movement, only fully extended or fully swept wings. All the functions in this model are hooked up via a preinstalled 'intergrated circuit module' also controlling landing gear sequencer and all the lights. There is an intergrated factory built mixing system controlling both elevators mixed with ailerons and it is important not to activate flaps during the swept wing configuration!

I have decided to eliminate a few of these controls and bypass the functions directly into my receiver with elevator as a priority, operating not as elevon/ailerons but standard elevator, aileron and rudder system to start with. Also for my initial

flying I have redesigned my swing wing mechanism so at full sweep back it travels only about 2/3rd. There are some who eliminated their ailerons joining them with flaps and using only taileron mix system but it is all to the individual liking. I personally find better controlability especially during landings of any jet type of model equipped with ailerons than just elevon/taileron system. This was experienced during my first lift off while taking the model to one of the deserted beaches to do my usual test hop to check the CofG and get a general feel for the model before a full maiden off the grass. I picked nice day with low tide to do some taxi and acceleration test runs along the hard packed beach sand and after minor nose gear tracking adjustment I gradually applied some 3/4 power on the slight down wind leg and with a touch of elevator the model rotated nicely some 4-5 feet into a stable level test flight of some 70 metres.



When cutting the power to glide it down I experienced a pretty nasty left wing tip stall at almost 45 degree with the wing tip almost clipping the ground but easilly corrected with quick aileron action. Some may wonder why taking off down wind - simple, it only confirms to me it will take off much nicer into the wind when ready for a full test flight. While these tests were done using lighter two 6S/4000/60C lipos packs, my intentions are to use larger 5-6 Ah packs for a longer flight time when fully comfortable with the model. 6-6.5 kilogram AUV is rather heavy for this foamy jet model so the landings on the grass strip will require a lot of finese at very shallow and rather faster finals. Stay tuned for further reports, Happy flying, Joseph Frost.

LSF Australia 2017 Bulletin #1

Welcome to the first news bulletin of 2017 to help keep you informed on what will be a big year for LSF Australia.

1. The annual **Scale Glider Rally** will be held at the **Jerilderie Racecourse** over **Easter** under the auspices of LSF Australia. This is the biggest scale glider event on the Australian calendar so if you have any interest in scale gliding, Jerilderie is the place to be from April 14-17. CASA has been notified that Jason Sagaidak is the designated Safety Officer and he will be looking for help from experienced modellers to manage the flight line.
2. LSF Australia has applied to **CASA** for a **5 Year Area Approval** for the **Jerilderie Racecourse** to cover both the Easter Scale Glider Rally and the Queen's Birthday Open Thermal event in June. This application is proceeding nicely and we hope to have it ratified in the very near future. Thanks to the MAAA for their help in this matter.
3. LSF Australia, as the Special Interest Group for RC Soaring has submitted rules changes to the MAAA to update the Australian Open Thermal Rules to bring them into line with the rules used at Jerilderie last year. The MAAA Rules Conference is in May so hopefully come June's Tournament we will have a revised set of Australian Open Thermal rules that we can use without amendment.
4. The **LSF Tournament for Open Thermal** will be held once again at the Jerilderie Racecourse on the June Queen's Birthday long weekend. This year marks the **40th Tournament at Jerilderie (1978 – 2017)** so we are hoping that it will be one of the biggest Tournaments ever. We are already aware of competitors planning to attend from far and wide, including some who haven't been to Jerilderie for a number of years. In addition to the normal program of events as outlined below, we also plan to have a Nostalgia Glider event at lunch time on Saturday and Sunday. The rules are outlined at the end of this bulletin. This is your chance to pull those old Paragons, Vikings, Legionaires, Aquilas, Bird of Time and Stepp 3's from the shed, dust them off, and relive those early days of RC Soaring. Launching will be via organiser supplied bungees. Nostalgia will run at the same time as F3K Hand Launch Glider. David Tamlyn of the Jerilderie Council (Murrumbidgee Council now) has been collecting results, news articles and photos since the very first event so some of these will be on display at the Saturday Night dinner. Lots of memories and tall stories are bound to come from that. There will also be an **Auction to help raise funds for the Australian F3K Team**.
 - a. Friday 9th June. F5J Glider. 10:30 – 4:30 We are expecting a large number of entries for this increasingly popular event so we may ask for 2 or 3 man teams so that each pilot is guaranteed to have at least one helper/timer. More info on the Entry Form which will be available by mid April.
 - b. Saturday 10th, Sunday 11th, Monday 12th June. Open Thermal Glider. 5 man teams.
 - c. F3K Hand Launch glider will be held at lunch time on Saturday and Sunday organised kindly by Marcus Stent.
 - d. Nostalgia glider will be held at lunch time on Saturday and Sunday.
 - e. The LSF AGM will be held Sunday late afternoon, 30 minutes after the conclusion of flying, in the clubrooms at the racecourse. We will be calling for Agenda items prior to the meeting so that General Business can be short.
 - f. Please note that after many years of great service, Chris Adams will be retiring as Webmaster so we will be looking for a replacement for this key role.
5. **AUSTOUR 2017** results. Last year LSF Australia implemented a National scheme to collate scores from all RC Soaring competitions with 20 entrants or more. AUSTOUR this year will consist of 5 events with Jerilderie the final contest. A pilots top 3 results will determine the winner and there are a number of

people who can take out the inaugural championship with a good result at Jerilderie. You can see the latest results here: <http://www.lsfaustralia.org.au/>

6. **Vale Peter Abell** - On Wednesday 1st March Peter died tragically in a swimming accident at Tuckers Rock near Urunga on the north coast of NSW. He leaves behind his wife, Sue, and four children. Peter had not been active in aeromodelling lately, but he was a fiercely competitive model glider pilot in the mid 80's to mid 90's. Peter had an uncanny ability to find thermals where no-one else could; perhaps his father Bruce's free flight background helped. Peter was very actively involved in LSF and ran several Jerilderie Tournaments whilst he was part of the LSF executive. As a 3 times winner of Jerilderie Peter is in very select company.
7. **Nostalgia Models** – Plans of eligible models are available as a downloadable pdf file from this link:
http://outerzone.co.uk/advanced/search_advanced/results.asp?Tag1=Glider&Tag2=*&Tag3=*&Year1=1970&Year2=1985&Span1=72&Span2=144&Keyword1=*&KeywordField1=PlanTitle&Keyword2=*&KeywordField2=PlanTitle&Submit=Search I personally like the Viking as flown by John Borrill to win the 1980 Tournament. Check it out here:
http://outerzone.co.uk/plan_details.asp?ID=4911 . The rules follow below.

LSF Australia Nostalgia Class Unlimited Thermal Duration Rules

This is a soaring event for older style gliders that must have a wing primarily constructed of wood and only use rudder, elevator and the option of spoiler controls. The use of ailerons and flaps is prohibited. (An exception will be made for Eddie Meester's 1977 World Championships Multiplex Super Alpha if we can entice him to come back to Jerilderie)

1.0 Acceptable Models

The latest accepted magazine (or book), cover date for the "published design," or the manufacturer's "construction plans date" of a kit or plan must be prior to 1/1/86. It is up to the contestant to provide this proof. The plane must replicate the original styling and appearance

2.0 Task: To fly a 6 minute flight in a non Man-on-Man format. Group scoring is not used.

3.0 Flight Timing

3.1 Timing of all launched flights will begin at the instant of towline release.

3.2 Timing will end when the model contacts the ground or a ground based object and comes to rest. In the event that the model contacts the ground or ground-based object that is within the field boundary but not within the landing zone, no landing points will be granted.

3.3 The flight time will be truncated, and only whole seconds will count. Time is to be rounded down. (eg. A time of six minutes and 13.99 seconds is recorded as 6:13).

4.0 Landing

4.1 50 bonus points will be awarded for landing where the nose of the model at rest, is inside 5 metres from the designated spot, 25 bonus points for landing inside 10 metres and 10 bonus points for landing inside 15 metres.

5.0 Launching

5.1 Launching will be by bungee using organiser supplied bungees. The amount of stretch that may be applied to the bungee prior to launch will have a maximum limit as determined by the CD allowing for weather conditions, the type of bungee supplied and the type of models competing.

Pilots should prepare themselves to launch as quickly as possible after the previous pilot has launched. This includes preparation to retrieve the bungee whilst the prior pilot is launching.

6.0 Relaunches

6.1 Relaunches are not permitted

7.0 Re-flights

The contestant will be eligible for a re-flight when in the judgment of the CD:

7.1 The contestant's model collides in flight with another model or an obstacle without the fault of the competitor and the pilot makes it clear he has had a collision and immediately brings the model down in the interest of safety

7.2 A new flight will be granted if the contestant's model collides with the bungee launching line of another competitor

7.3 The organiser supplied launching system malfunctions

8.0 Annulment of a flight

8.1.1 A flight is annulled if the model is flown in whole or in part by anyone other than the contestant. This does not include: help handling the model at launch, operating a bungee, or retrieving the model after landing.

8.2.2 A flight is annulled if the model jettisons any part in flight. The accidental loss of a canopy or half a tailplane is allowed (but not recommended).

9.0 Scoring

9.1 One point per second up to 6 minutes, then a one point per second deduction for over flying 6 minutes. The pilots score for each will be the sum of the net points from flight (max 360) plus any applicable landing bonus points (max 50).

10.0 Number of Official Flights

10.1 As many rounds as possible will be flown in the allocated time slots

11.0 Classification

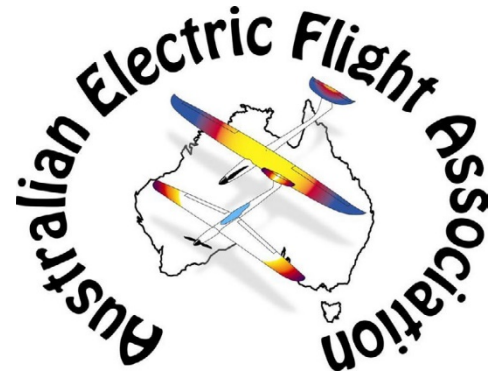
11.1 If 5 or more rounds are flown the competitors lowest score will be dropped to determine the final classification. The winner will be the pilot who has the highest score.

LSF Executive

Mike O'Reilly
Bill Kent
Simon Morris

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 Trvnava 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 Trvnava 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>Fund an Aussie Team F5J World Cup 2017</p> <p>Name: _____</p> <p>Address: _____</p> <p>_____</p> <p>_____</p> <p>Phone: _____</p> <p>Ticket No: 0093</p>	<p>Funding an Aussie Team to the F5J World Cup, Slovakia 2017</p> <p>First Prize: 4.0m F5J Stork 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>Ticket price: \$10 or three for \$20</p>
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Ticket No: 0093

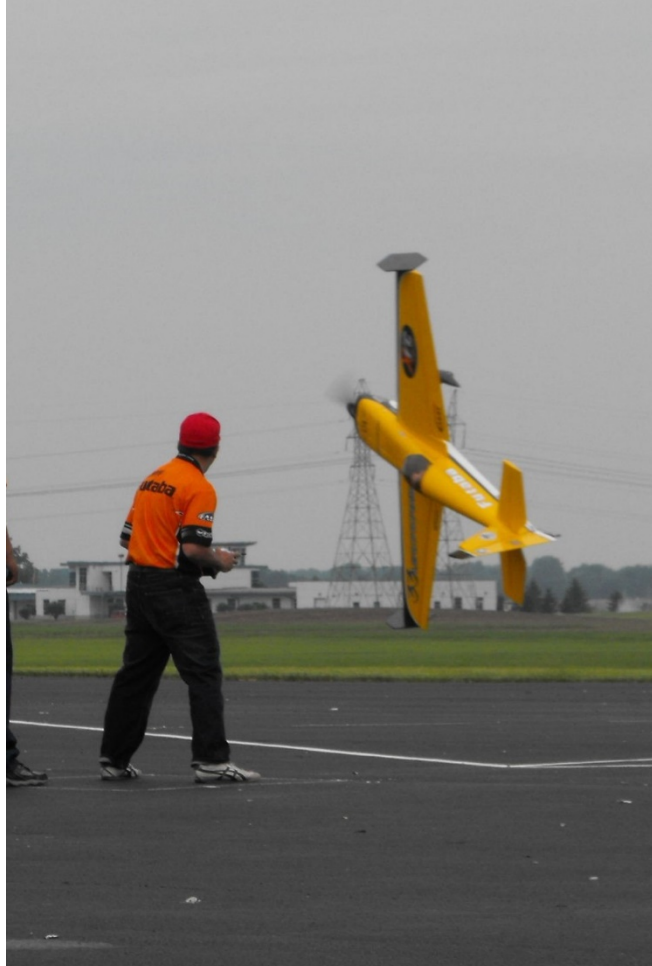
Lucky Pilots – Part Two

Reproduced from Scott Rhoades' Blog at <http://allrcflight.com/lucky-pilots-part-2/>

In [Part one](#) of Lucky pilots we explained what a “lucky pilot” was and started to analyze what made them so darn lucky. This part continues that exploration so anybody can also become a lucky pilot themselves.

If there is one common link between all the pilots that keep planes for a long time, it's that they all make sure their equipment is taken care of and well maintained. This is a no brainer and I doubt anyone would disagree that well maintained equipment will serve you better. In this case it all simply comes down to habit. Some modelers are in the habit and some are not. Those in the habit of taking the extra time to give their equipment additional care and attention reap the benefits.

Here's a little known secret. “Lucky pilots” appear to fly the same kits and ARF's as everybody else... But theirs are BETTER! It's true but they don't get these better planes by knowing somebody at the hobby shop or entering some secret code in their online orders. In fact they start with the same ARF or kits as everybody else; the secret is they have very high standards when building/assembling or even repairing damage. I can't tell you how many times I've seen planes come apart or be a complete handful to fly due to a shortcoming in the building/assembly process. Time is frequently a factor here. Those modelers taking extra hours to replace suspect parts, redoing aspects that are not as good as they could be and adjusting angles and



balance so they are right on the money, are simply rewarded with much better planes than Joe Average modeler. The “lucky” ones don't let even minor issues pass as good enough.

Even on the best built and maintained planes stuff does come loose, breaks from regular use or simply goes out of alignment. One thing I've learned over the years of modeling is the tiniest detail can have largest consequence. The way to find these tiny inaccuracies is with a preflight inspection. One recent example of such an inspection that, without doubt, saved my plane was finding a rudder control horn that had come loose. Had I flown it that way, it surely would

have jammed or come off entirely. Keep in mind it's not necessary to do a pre-flight to find such flaws as most can be found during post crash inspections (for some reason everybody does those). As a carryover from my full scale flying days, I often use a preflight check list so an inspection point will not be missed. Yep, I may look like a dork with my check list in hand but I prefer it to being some stud pilot and taking a plane home in a garbage bag

This next habit was instilled by my mentor and MANY years later is still an important element of my preflight routine; that is a radio range check. Over the years I've seen very few people take the time to do a proper range check prior to the first flight of the day. All I can say is on several occasions, a less than favorable range check has

kept planes of mine grounded until the reason was diagnosed and fixed.

The previous leads us to this... “Lucky pilots” know when to just say NO! Although we’re not talking drugs here. I’ve seen many pilots discover a flaw like a servo that’s binding slightly, a receiver that is giving an occasional glitch or they just can’t quite get the engine running right, then decide to fly anyway as if the problem will remedy itself in the air. Their day of flying typically ends with them picking up airplane pieces scattered across a section of the flying field. As frustrating as it can be, “Lucky pilots” would much rather get skunked on flight time than risk taking the plane home in many more pieces than it arrived in.

This one took me awhile to pick up on, but “lucky pilots” are such because they hold themselves to high standards of flying. No don’t confuse this with skill level because even proficient pilots make mistakes, the difference is the “lucky ones” don’t let their mistakes compound to a crash. One prime example of this is take offs. “Unlucky pilots” are determined to get the plane airborne once it starts rolling, regardless of where it’s headed or what it’s doing. Lucky pilots on the other hand will abort a take-off as soon as the plane veers from the runway center line. Taxing back and starting a takeoff roll over is much better than making everybody in pits dive for cover or stalling into the brush. Nobody in the peanut gallery will think less of you if you take five tries to get a plane airborne. They will just think you’re doing high speed taxi test... Just like you thought those “lucky pilots” were doing (the secret is out).

The same can be said for landings. Too many pilots get what I call “get-it-on-the-ground-itus”. This is a common condition that happens when the plane is on short final. There seems to be this magic point where pilots decide to get the wheels on the ground, no matter what. I’ve seen MANY planes get busted up due to botched landings when the pilot simply should have aborted the landing and gone around for another approach.

As an example of this is during one flight the wind suddenly picked up beyond my comfort level for the plane I was flying. When I brought the plane in for a landing it got close to the ground and all hell broke loose. At which point I throttled up and went around for another try. After having this happen a couple more times my nerves were starting to wear pretty thin. The wind seemed to be getting stronger and I just wanted that plane on the ground. I persevered and made half a dozen landing attempts that day before one went well and was able to get the plane on the ground in an acceptable manner. As soon as the plane was firmly on the ground cheers and applause erupted behind me. Didn’t realize I was not the only one holding my breath on each attempt. Had I given in and continued with any of the previous ill-fated attempts I surely would have been receiving sympathy rather than applause.

Lucky pilots are never satisfied with their basic flying skills. As an example, ever notice that some of the most advanced flyers at the field will often do touch and go’s over and over? For the most part it is a contest against oneself to grease that landing just a little better than last time or make the wheels touch at an exact point on the runway. It’s fun to learn new maneuvers but it’s the sharpness of the basic skills that saves your bacon and brings your plane home safe. So never give up on improving or staying proficient at the basics.

This last one took me a long time to adopt and is a good wrap to the article. The number one invaluable trait of a lucky pilots is PATIENCE! For years I couldn’t wait to get to the field and get a plane in the air. Now I realize a hefty price was paid for my haste. Once I started practicing more patience, many other elements that lead to airplane longevity fell into place. The paradox I discovered about slowing down, thinking things through and taking time to complete additional task or even redo some is that I get much more flying time.

Let’s hear your thoughts. What have you learned about improving your luck at the flying field?

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.

This is private field and is only available on the advertised dates

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

Peter Kerney
0407 013 230
pkerney@nswpylon.org



NEFR 14-16 April 2017
NAAS Club Field, Canberra

Australian Electric Flight Association

Come Explore Fly

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
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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).

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

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

Contact Details for AEFA Executive & Event Director

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

Event rules, including F5J changes, entry form etc visit Australian Electric Flight Association web site
www.aefanet.com

For NAAS website visit www.naas.org.au

LEETON MODEL JETS

2017

27th 28th 29th 30th of APRIL

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 of 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

Peter Papas mob 0411 882255 email- peter@paps.com.au



To be held on the waters of the beautiful Wyangala Dam



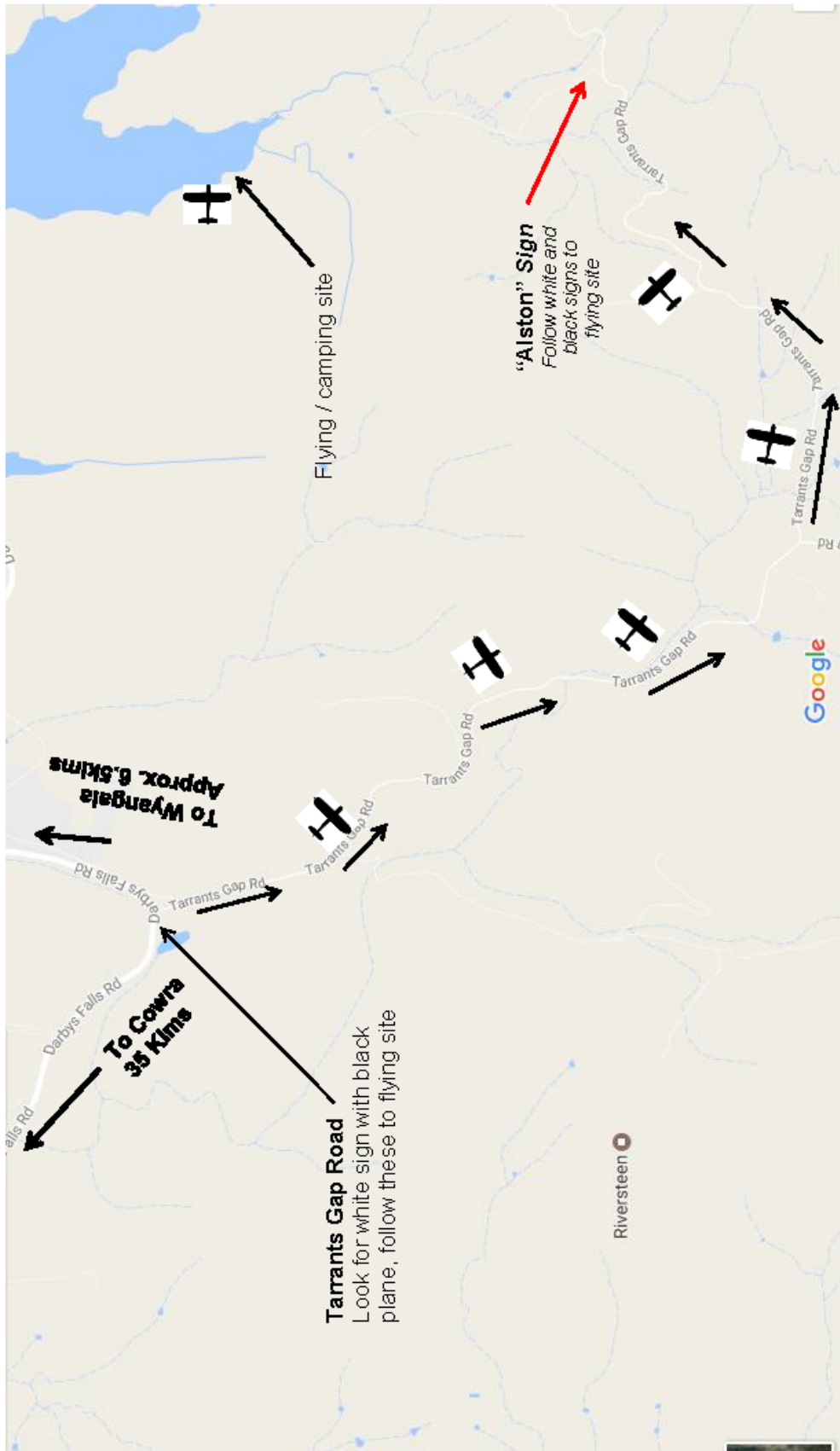
Casual flying open to all MAAA members from 12.00 noon Friday 28th April 2017

<p>Event Info</p>	<p>You will enjoy our large open flying space with an emergency retrieval boat on-site, not that you will need it. The Entry Fee of \$30.00 for three days action and includes entry in lucky pilot prize. NB: Event is being held on private property; please keep road dust to minimum when driving past residence. Also your MAAA cards for 2016/17 financial year will be checked at registration</p>
<p>Accommodation</p>	<p>New! Camping on the property is available to the first 12 people who contact Darren and reserve their spot. Accommodation options are available through: Wyangala Waters Holiday and Recreation Park Phone: (02) 6345 0877 Web:- www.inlandwaters.com.au and click on Wyangala Waters</p>
<p>Food arrangements</p>	<p>This year's event will be self-catering. Coffee and tea available at flying site. Saturday Evening meal will be a gathering for attendees at the Wyangala Country Club, starting at 7.00pm. Select from range on Menu Board</p>

For event details contact:-

Darren Smith: (M) 0488 012 836, (H) (02) 6345 0945 or email: darrensmith070@gmail.com

Come and join the fun and be part of an exceptional flying weekend. You will be glad you did!



Directions to "Alston" property, 2017 Dam Busters Flying site.

The flying site is a large open water area, with options for different wind directions, the waters edge is free of trees giving an unobstructed view of flying area. There is a hard sloping surface to the edge of dam with flatish areas for camping.
Please remember: Drive slowly past the residence to limit the dust.

(Thank you Google for the map)

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

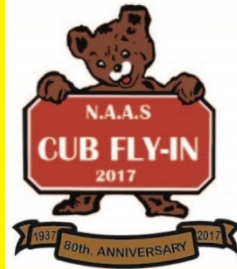
Central Reserve Road Ettamogah NSW 36.00.431 146.57.891

May 5/6/7 2017

10th Anniversary Autumn Scale Rally



NAAS Piper J-3 Cub 80th Anniversary 12-13-14 May 2017



FLY-IN

Any CUB, High wing Cessna or Decathlon type aircraft most welcome. Any period (1937) aircraft or similar themed aircraft, even a Pilatus Porter.

Objectives

- Have a great time flying
- See if we can set a record for the most model Cubs at one event.
- Maybe even some formation Flying.

Pilot entry Saturday & Sunday \$25.00

Saturday night roast/baked Dinner
at the field \$25.00 per head

Enjoy the great NAAS site:

Camping available \$15.00 per night
Toilets and shower provided.

Food and drink, tea and coffee will be available all weekend

Register for the event : <https://goo.gl/forms/GwLrJEor6UBNApmO2>

Web: www.naas.org.au Email: naasact@outlook.com



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 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

If mailing and for general inquiries:-

Jason Russ, 75 Clyde Circuit. Raymond Terrace 2324 Phone 0414505212



PYLON RACING

SUNDAY 28 MAY 2017

AT CHARLES KINGSFORD SMITH
MODEL AIRCRAFT CLUB Inc.

No Practice day available.

LOCATION: Pitt Town Bottoms Rd. Pitt Town

No catering. Bring your own food and drink

Entries close 9:00am

Entrants must have proof of current MAAA membership

Entrants and callers must bring hard hats

Fuel supplied on race day

FURTHER 2017 DATES

Nowra 24/25 June ,

Pitt Town Sat 29July, Richmond 24Sept TBC, Marulan 18/19 Nov
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

Peter Kearney
0407 013 230
pkerney@nswpylon.org



NAAS Annual Mammoth Fly-In 24-25-26 November 2017



FLY-IN

Primarily large models, but if you want to be part of this great experience bring what you have.
Field will be open from Friday Morning

Pilot entry Saturday & Sunday \$35.00
Saturday night roast/baked Dinner at the field \$25.00 per head

Enjoy the great NAAS site:
Camping available \$15.00 per night
Toilets and shower provided.

Food and drink, tea and coffee will be available all weekend

To register and assist with catering please use this link address:

<https://goo.gl/forms/qCf1PZhoCu1IDxav1>

For more information will become available, please refer to:

Web: www.naas.org.au Email: naasact@outlook.com

**Deadline for submissions to Newsletter #395
(May 2017) is
Tuesday 11th April 2017.**

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