



AEROMODELLERS
NEW SOUTH WALES



After their field was made inaccessible over the weekend of 8/9 April by the recent heavy rains the Werro (WPMAC) boys took advantage of the kind invitation by the HMAS guys to join them at their Vineyard field. The weather Gods were initially kind although the wind did turn rather heavy late morning. Party pies and sausage rolls were enjoyed by all thanks to Dave Lewis and his travelling camp oven. A grateful thanks to HMAS for sharing their great venue.

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Diary Notes

Next Aeromodellers NSW 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.*

Following Aeromodellers NSW Meeting (incorporating the Annual General Meeting)

Friday 9th June 2017, 8:00pm at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.

Newsletter #397 (June 2017) deadline for submissions:

Tuesday 16th May 2017.

Contacts

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

Are you up for it?

During the ANSW General Monthly Management Committee Meeting held on 7th April 2017 the ANSW Secretary called for nominations for Executive and Committee positions for the coming year.

The Aeromodellers NSW 2017 AGM will be held at DOOLEY'S Waterview Club, Cnr Clyde St & Silverwater Rd, Silverwater on Friday 12th May 2017. At this time, all Executive and Committee positions will be declared vacant and elections will be called.

Would you like to nominate for an Executive or Committee position? If so, then in accordance with Part 4, Section 14 a & b of our [Constitution](#):

- a. Nominations for the position of all officers of the Association shall be called for by the Secretary not less than four weeks before the date of the Annual General Meeting. All such nominations shall be in writing signed by the proposer and seconder who shall be from an affiliated Club and shall be signed by the Candidate to indicate his willingness to act in such position.
- b. All such nominations shall be in the hands of the Secretary not later than 14 days before the date of the Annual General Meeting."

Nominations do not have to be on a specific form. They can be emailed, mailed, hand delivered; even written on the back of an envelope. All you need is to be a member of an ANSW affiliated Club and have a proposer and seconder who are also members of ANSW affiliated Club(s) to sign your nomination and you must yourself sign it, signifying that you accept the nomination – you don't need to go through your Club, just make sure it is in the hands of the ANSW Secretary (details below) by 28th April 2017 (14 days prior to the 2017 AGM).

ANSW Secretary, Tim Nolan
74A Burdett Street,
WAITARA 2077

Mob: 0412 173 440
Email: timnolan11@optusnet.com.au

General Monthly Management Committee Meeting Minutes

Aeromodellers NSW Inc

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

Friday 7 April 2017

Meeting Opened: 8:00pm

Attendees: D Lewis CANSW, R Masters WPMAC, T Nolan (Sec), G Atkinson WRCS, B Thrift CVRCMAC, R Carpenter (Pres), C McCarthy PRCAC, A Nolan ROW, C Buckley WRCS, J Slaverio HMAS, S Norrie NSW SAS, J Randle NSW Pylon

Visitors: Nil

Apologies: G Hoy CMAC, J Deece HMAS, A Lockett CMAC, G Hutchinson ROW, G Hoy CMAC, E Ashley CVRCMAC

Minutes: Motion: That the minutes of the meeting held on the 10 March 2017 at DOOLEY'S Waterview Club, Silverwater as published in Newsletter 395 be accepted as a true and correct record of that meeting.

That the financials from the March 2017 meeting as published in Bulletin 20/2016-17 and attached to the April 2017 agenda be accepted.

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

Business Arising:

Nil.

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, Council Conference Agenda and Rules Agenda
- * M 1.2 Secretary, MAAA Executive minutes - February

From other than MAAA:

- C 2.1 Cowra MAC, MAAA Club Grant Application
- C 2.2 Pheonix MAC, MAAA Club Grant Application
- C 2.4 Dubbo MAC, MAAA Club Grant Application
- C 2.5 Manning MAC, MAAA Club Grant Application

- C 2.6 IMAC, MAAA Club Grant Application
- C 2.7 JMAC, request for MAAA Gliders for Snowy Mountains Grammar School
- * C 2.8 W Woodcock, museum items

Late Correspondence:

Nil

Correspondence Out:

Relevant items forwarded to MAAA

C 3.1 Letter to SMAC re flying at Malabar Headland

Business Arising from Correspondence:

There have been a number of items of correspondence re the museum collection. MAAA and Val Vickers are overseeing the return of the various items, currently stored in the MAAA storage area at Parramatta. The matter will be further discussed in General Business.

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

Moved PRCAC Seconded: NSW SAS 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: WRCS Carried

President Bob Carpenter

Over the past couple of months your Executive, the full Committee and other representatives have been working on a Strategic Plan that will become the focus of the organisation over the next 3-5 years. We will be having one further meeting on the 22nd April to finalise this plan before presenting it to all member clubs for input and comment. I have spoken about this in previous reports but I feel that it is important that we let the total membership know why we are doing this. Your Executive has, over the past few years, rebranded the organisation and this included a name change to Aeromodellers NSW. We have created a new website and adopted social media such as Facebook etc. We have also, with the best of intentions, made an effort to unite NSW into one single entity. Aeromodellers NSW has been open and transparent in providing information to its clubs, and through them to its total membership.

Following the presentation of the Strategic Plan we will be asking for members to work together to ensure that the plan is more than items on a piece of paper. We need people to do the work. This is your organisation, if you want it to succeed you cannot leave all the work to the same few people. Help your Executive by letting them know of both the good, the bad and the ugly. Come along to the meetings. You will be listened to! You will also be able to ask for answers to your questions. This is not a closed shop!

I am taking this opportunity to advise the membership that I will not be standing for re-election at the upcoming AGM. I have been involved with this organisation through three name changes firstly from 1978 to 1991 when I stepped down to pursue my career overseas, and from 2006 through until now (2017). I feel that after a total of 24 years, it is time. I will still be involved with aeromodelling but not at the pace I have been. I wish the incoming team all the best and would like to take this opportunity to thank the whole membership for their support over the many years.

As ANSW President, I am honoured to have lead this organisation in identifying, highlighting and forcing issues such as financial transparency, honesty in communication and questioning of constitutional governance. All this effort is to enable, inspire and pave the way for a bright future in NSW Aeromodelling. By working together we can achieve great things.

Registrar Dave Lewis

Currently we have 2166 members in 84 clubs, it is great to see that 40% of clubs are using the MAAA database. I have prepared some simple online video tutorials to help Club Registrars complete member Registration and Renewals using the system and they are located on the Aeromodellers NSW website under the Club Tools section.

Public Relations Officer Aranka Nolan

I have been supporting the development of the Strategic Plan and provided insights from my skillset including marketing and communications. I have also been working on developing a community engagement pack for clubs who are seeking support and a plan on approaches to growing our membership. Finally, I have started developing a comprehensive template on how to apply for funding from the MAAA.

We have also made some minor adjustments to the Aeromodellers NSW website to accommodate new tools for clubs to use including the training videos developed by Dave Lewis on using the MAAA Membership Database system.

Chief Flying Instructor George Atkinson

Wagga Model Aero Club hosted an Instructors Course at their field on the weekend of 01&02 April.

Attendees came from WMAC, Sutherland Shire Sport Flying Association and Wodonga.

The 2-day course followed the usual format of theory Sat & Sun morning with flying at the WMAC field each afternoon. Despite the rather windy conditions on Sat afternoon testing the skills of the student instructors, the flying components were completed successfully. The wind reduced significantly on Sunday and the flying became somewhat more enjoyable.

The feedback was very positive from both the student instructors and the observing instructors.

I am pleased to advise that Brendan Tucker from WMAC has accepted the position of Deputy Chief Flying Instructor South. Brendan brings with him a wealth of experience both nationally and internationally.

I would like to acknowledge Bob Carpenter for his invaluable assistance last weekend and over the last few years in my role as DCFIS. Many thanks Bob.

Secretary and CASA Liaison Tim Nolan

Firstly, as you will read elsewhere in this Newsletter our President Bob Carpenter has announced that he is not standing for re-election at the AGM in May.

Speaking on behalf of the Executive and Committee I have to acknowledge that we are in a great place thanks to Bob's leadership and having worked with him now for 7 years I know there were many things that required the steady hand of experience, a real appreciation for our history, a serious passion for aeromodelling and an inexhaustible desire to do what's right. Thanks to Bob we have had stability within the Executive through what could truly be described as extremely trying times in the life of Aeromodellers NSW. We have come through the other side in great shape and will continue to build on that.

After nearly 25 years of service to RCAS/MASNSW/ANSW over two separate periods Bob now finds that he must prioritise his new business interests and step down from the Executive. We have prepared for this day we are ready to start a new chapter. The Executive has been working on our Strategic Plan and I want to tell you that things are looking bright. We are in a great time for our community and there are lots of opportunities to develop the sport that we love so much.

I along with the other current members of the Executive and Committee have agreed to stand for the elections to be held at the May 2017 AGM. That said if you would like to be part of the team please put in a nomination. We welcome nominations from Aeromodellers NSW affiliates across the state and all positions will be subject to the usual election process.

If none of the Executive positions are for you but you would like to get involved then there are other activities that you can participate in and you don't have to be in Sydney to do so. Within our Strategic Plan we have a number of activities focused on protecting the future of our sport and we will be adopting new technology to connect members and clubs from around the State. More on these arrangements after the elections.

If you have ever wanted to get involved in helping shape our decisions and efforts then give us a call or send an email.

We will outline the new initiatives once the strategic plan is finalised.

It is fair to say we all wish Bob all the best with his new business ventures and hope to see him flying with us in a more relaxed way in the future.

Thankyou Bob.

Agenda items have been submitted to MAAA along with a number of Club Assistance Grants, we will keep you advised.

The agenda for the ANSW AGM is currently being compiled and will be circulated to Clubs in the next week or so. As mentioned previously, we are looking for assistance on the Executive and if you are interested in any of the roles then please contact me or any other member of the Executive. This is our Association and we need your help to make it run for all of us. If you can assist with a few hours per month to help your fellow Clubs and members, be assured that we need and welcome you.

Newsletter Editor Rob Masters

I would like to take this opportunity to make special mention of Joseph Frost (BCRCF) from up Coffs way and to thank him for his prodigious contributions to the newsletter. Every month I continue to have my mail box filled with Joe’s interesting articles on pushing the boundaries of ducted fan flight, turbine powered foamies and the like. Whilst there is nothing wrong with buying an ARF, putting it together and going flying, Joe’s trials and tribulations typify what aeromodelling can be – pushing the boundaries and making your aircraft perform that much better than stock standard. Thanks Joe, keep them coming – I for one am always interested in what you are up to.

Having said that I’m sure many more of our members are doing things that we would all love to hear about. Let’s read about your endeavours and experiments, scale projects anything unusual you’ve been doing or in fact even your run of the mill aeromodelling activities or the great days you’ve had at your field. A few words and pics are all I need. I can fix the grammar (to the best of my ability) if you are concerned and I am even happy to receive hard copy via mail – send c/- PO Box 7291, South Penrith, 2750.

Motion: That the reports be accepted.

Moved WRCS Seconded: NSW Pylon Carried

Awards:

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

Rhys Wyatt	Rebels	77217	Silver
Ian Dolby	WMAC	15067	Silver
Julian Learmont	BMAC	83195	Bronze
David Burton	BDMC	38930	Bronze

Applications received for the approval of MAAA Fixed Wing Power – Gold Wings:

Reece Hewitson	WVMAC	76441
Ian Dolby	WMAC	15067

Applications received for the approval of MAAA FW25 Inspectors

Neil Alleyn	SNMAC	6646
Derek Nott	FATMAC	68050
Mike Reynell	ROW	32667 (includes Turbine)

Motion: That the nomination for Gold Wings be ratified.

Moved PRCAC Seconded: WRCS Carried

General Business:

The first item of General Business is:

1. The next General Monthly Management Committee Meeting of Aeromodellers NSW and will be held at DOOLEYS Waterview Club, Silverwater commencing at 8pm on Friday 12 May 2017. All members and visitors are welcome.
2. The meeting was updated on the status of museum items. Currently the MAAA with the assistance of Val Vickers are managing the items and all access to the Parramatta storage facility

where they are located. There are some items belonging to ANSW in the facility and these will be collected and moved elsewhere for storage and/or disposal.

3. The meeting then reviewed the Agenda for the upcoming MAAA Conference in order to provide advice and guidance to the Executive members who will be attending on our behalf. Who would be attending to represent ANSW was also discussed and approval was sought for ANSW to fund the attendance of an additional observer as has been the practice in the past. The following motion was put forward:

“That ANSW fund an additional representative to attend the MAAA Annual Conference in May.”

Moved PRCAC **Seconded:** NSW Pylon **Carried**

There being no further business before the meeting, the meeting was declared closed at 10.05pm.



Dave Lewis (WPMAC) readying his Pilatus PC6 at the HMAS field.

Aeromodellers NSW 2017 Calendar

(Compiled 12 April 2017)

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

Apr 2017

12–17SAM1788 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
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 Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
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 Events - Burford, 4 Stroke Duration, 1/2A Texaco, Texaco, Cabin Scramble	Wyong	Bob Marshall	0412 018 988
28 Pylon Racing at CKSMAC	Pitt Town	Peter Kearney	0407 013 230

Jun 2017

9 Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
17–18New 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
18 Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440

Jul 2017

14 Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
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
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

Two short articles from Joe Frost this month. Firstly some interesting facts on his "BBB" (Big, Bigger and the Biggest) EDF foamy jet and secondly, on the state of the fuel lines when he lifted the lid on his turbine powered jet after a long lay up.

BBB

I recently took out my "BBB" (Big, Bigger and the Biggest) EDF foamy jet for a big one, the "500th." logged flight. My next target is "Millenia" 1000! Hope I'll be still here because it might take another 5-7 years judging by my current activity. There were quite a few, who 6 years ago said it won't last one flight. Well There's no sign of aging so far.



A few interesting statistics and facts about "BBB"

- Scratch built 127mm EDF powered delta jet.
- Well traveled model for the last 6 years; flown at 16 different venues and Clubs to date.
- Flown distance over 3500 km.
- Carried well over 1600 kg (1.6 m/ton) of lipos.
- Consumed over 2.5 million mA.
- Max. recorded current bursts 226 A. off 65-130 C packs.
- Operational voltage 45-52 Volts.
- Max. speed 155km/h. (full power)
- Cruising speed 80-100km/h. (@50% power)
- Take off weight 7300-7800 grams.
- Full length 2460 mm.
- Wing span 1520 mm.
- Winning Technical Achievement Trophy at "Jets over Fraser Coast" - just a little tickle.

How Often do you Check Fuel Lines Inside the Front Cover of Jet Engines?

During our recent wet spell which limited my flying time I have spent some time servicing, upgrading and even changing the colour schemes on a few models in my fleet. One of the rarer checks was removing the front cover on one of my jet turbine engines to check the fuel and gas filters just for my piece of mind. I got a rather nasty surprise when all the fuel lines fell apart before my eyes at the nipple joint points when closely inspected.

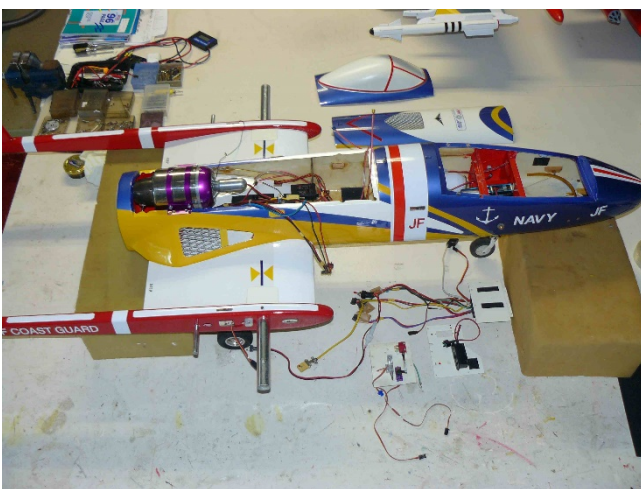
In smaller engines like "PST600R" there is very limited space under the cover for the filters, "T" joins, Festo fittings, RPM sensor and all the fuel and gas lines run very tightly with sharp curves and bends. I found that after long use, the kerosine/oil mixture and excessive heat can cause the lines to become brittle and as a result break off where they are stretched over the nipple joints.

Some years back I had an interesting experience while flying the model and not noticing anything unusual. After landing, refueling and ready to take off again I suddenly noticed a dramatic reduction in power during acceleration. The take-off was aborted and after a thorough ground check the engine RPM went up only to 105K instead of normal 163K on full power. While scratching my head wondering what could be the problem on my way back from the flying field, the first thing to check on the work bench was to thoroughly inspect the whole fuel system.

The problem was easily discovered after removal of the engine front cover, finding the main 4mm polyutherane fuel line badly kinked from the heat in one of the tight line bends restricting the fuel flow to the engine. This was easily fixed by replacement of the line finding the use of heat gun handy to shape the sharp bends to the required position.

This is just another example how a serious problem can be easily rectified avoiding a major disaster or fire by a regular inspection of this crucial area and at the same time saving huge amounts of money freighting the engine, in some cases overseas to have it serviced by the turbine specialists.

Happy and safe flying Joseph Frost.



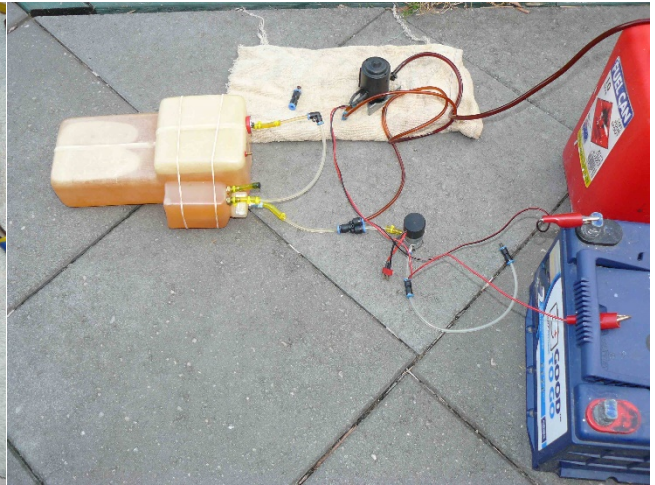
Before engine inspection, total removal of all plumbing and electronics



Crumbled fuel and gas lines



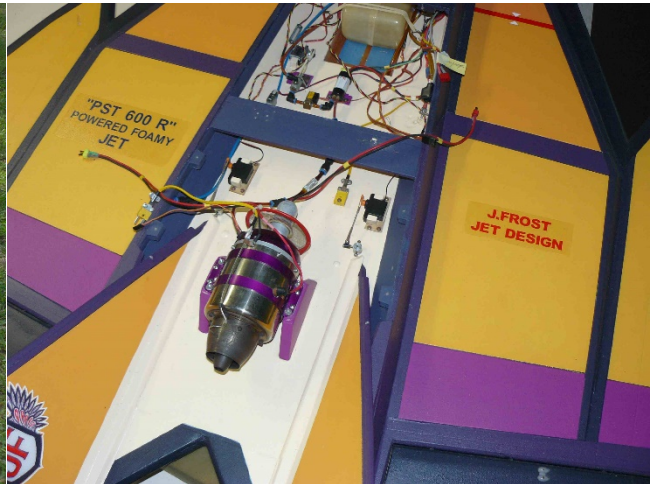
New lines fitted in very restricted area



Ground check of the fuel system before installation inside model



Final check and re-calibration of the jet engine after full service



Rather be safe than sorry, checking another engine



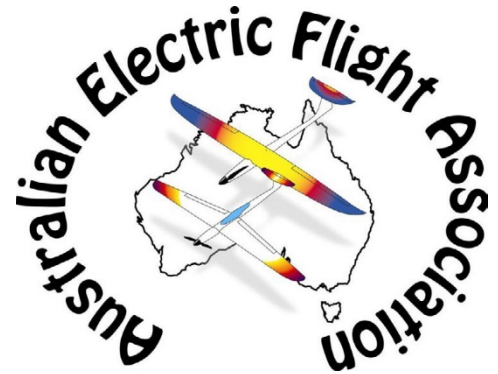
Gas line partly broken over the filter's nipple and at the rubber grommet exiting point, also found all fuel lines in very poor/brittle state



Stiff fuel lines after years of use

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>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>	 <p>Ticket No: 0093</p>
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Model Airplane Safety During Engine Starting

Reproduced from Scott Rhoades' Blog at <http://allrcflight.com/model-airplane-safety-engine-startin/>

I heard someone once say when it comes to getting bit by a prop there are only two types of modelers... Those that have and those that will.

An online survey of powered aircraft modelers showed that roughly 60% of the respondents had been injured by a spinning propeller at least once. The stories I've heard over the years associated with prop injuries range from receiving minor cuts on fingers to graphic narratives, telling of extensive orthopedic surgery and months of physical therapy. There is one theme common to just about all of these stories, and that is they happened while the modeler was starting the engine. This article will focus on model airplane safety when it comes to starting the engine.

The engine starting phase is best described as the moment the prop starts turning to when the plane is being taxied or hand launched. A high percentage of individuals who've been injured admit their mishap took place because they became complacent and received a sharp reminder to respect the propeller. Incidentally, only a small percentage of modelers report equipment failure as the cause. That's not to say firewalls failing; propellers coming apart or completely off, doesn't regularly send people to the emergency room, because they do.

This article takes what those modelers have shared and turned it into an outline for safely starting a gas or glow R/C airplane engine. (Electric aircraft are unique in this capacity so their safety issues will not be addressed in this article). Multiple chapters could be written about safety near a spinning propeller and still not cover every detail. The following is just a brief outline that will hopefully make you think more about your own start up routine, thereby decreasing your chance of injury.

Starting an engine safely begins well before the propeller starts turning, with inspections of the propeller, locking nut(s), spinner, motor mount and firewall. This is where a pre-flight checklist is advantageous. Full-scale pilots use a pre-flight checklist before every flight and modelers could take a lesson here to do the same so as to not forget key safety checks.

Bear in mind a lot of force is being exhibited on the propeller when it is spinning. So even the slightest nick or irregularity can make it come apart even at low RPMs. Don't attempt to fly a prop with any issue. Even if you do manage to avoid injury, the high probability of damage to the engine and airframe just doesn't make running a questionable propeller a worthwhile gamble.

Motor mounts and firewalls can be more difficult to check when hidden under a cowl, but these should be checked often for trouble. Engine vibrations alone often create stresses that lead to catastrophic failure. One of the more graphic stories I've read, complete with accompanying pictures, involved the failure of a firewall which let an engine loose to attack its owner. If I remember correctly this story included a surgery and subsequent physical therapy.

One major key to starting safety is the surrounding environment and starts with using a solid airplane restraint. Having an assistant hold the airplane does work and is better than nothing. However one injury story I read was caused by an assistant that accidentally moved the plane just as the person starting was carefully reaching near the spinning prop. If you do us an assistant be sure he/she has a clear understanding what their role is and what your intentions are before you start the engine. Trying to give commands over a noisy engine can easily

result in miscommunication which often leads to an accident or a close call.

Be sure to examine the immediate area around the plane; it should be free from items that can get caught in the propeller or obstructions that could be a hindrance for safely getting the aircraft into taxi position.

To start a plane, whether it's by hand or with an electric starter it is best to position your body to one side of the propeller but out of the propeller arc. For those not familiar with the term "propeller arc" it is an imaginary flat plane (not airplane) that extends straight out several feet beyond tips of a spinning prop. This is the best position that will keep your body in a zone where it is less likely to be hit by anything flying off the prop or anything going forward such as the engine departing the fuselage.

A quick word about flipping a prop by hand: You should always use a starting stick (AKA a chicken stick) or wear a heavy leather glove. Just about anyone that's started an engine by hand has a story about getting bit by a back firing engine.

It is my hope modelers know that when priming the engine the glow plug driver should be removed or ignition turned off. Stubborn engines have been known to come to life and take a modeler by surprise when they were "simply rotating a prop to prime the carb".

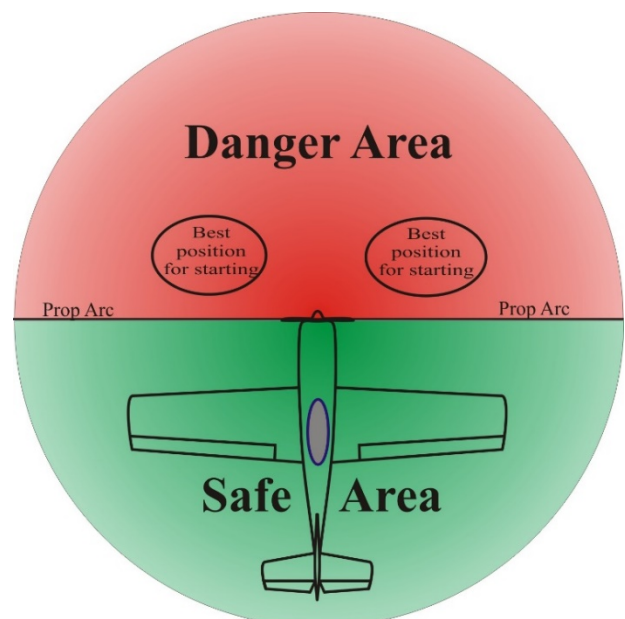
Once you've established what your safe body position is going to be, it's time to set up the starting environment by placing items you will need such as the transmitter, electric starter, tach, glow drive, etc, where you will have easy access and away from the spinning prop. Make sure there is no loose clothing or items hanging from you, like a transmitter neck strap, which can contact the prop.

When it's time to get the engine running, get your mind on the task, block out any diversions, forget for a moment that joke you just heard. If someone is helping you, make eye contact with

them to be sure their attention is with you and they are ready to assist. Make a quick check of the area to make sure no one is in the immediate vicinity of the prop arc or the danger zone. Throttle position on the transmitter should be just high enough to get the engine started. If you do need to use a high throttle to start, idle down ASAP.

Once the engine is running, if you had one hand on the fuselage, like most modelers do, use a slow deliberate, wide motion away from the prop as your arm and hand transition through the prop arc. Also be conscious of cords to starters and glow drivers. Adjusting the needle valve, removing the glow plug driver and running the engine above idle should **ALWAYS** be done from behind the prop. Of course this requires moving around the plane to be behind the prop arc. Doing so with your transmitter, eliminates any need to reach through the prop arc. Also from this position you immensely reduce the chances of injury from a malfunction. It is important to note when moving around the plane; be sure to use extreme caution to avoid tripping on anything or bumping the airplane. Several people have been injured in those circumstances.

The following diagram shows which areas around a plane are considered safe and which are dangerous.



Before running the engine up to a high RPM, check to make sure the prop arc and area forward for several feet in any direction is clear of bystanders.

As rare as prop breaking may be, a few people can tell you how amazingly deep a piece can be embedded into flesh. Also it's necessary to point out that a transmitter should not be attached to you at this point, by way of a neck strap or a transmitter tray. A modeler should 'strap in' only after they are satisfied the engine is running the way they want it and the airplane is prepared for flight and ready to taxi. I've heard stories of modelers that bent over to do something with the airplane. With the TX clipped to his neck strap he ended up lopping off a section of antenna with the prop.

Once the needle valve has been adjusted and the run up check is complete, position the throttle on idle to remove the airplane from the restraint. This is the time where an assistant is beneficial as it's nice to have somebody hold the transmitter while the other moves the plane. Whether you carry your plane or pull it by the tail to get it into taxi position, always be thinking about the buzz saw located on the front of the airplane.

Most transmitters these days have a throttle to lock, (a button that locks the throttle into its current position regardless of where the stick is moved after). If you need to learn how to use it, do so and get in the habit of using it every time your plane is being handled by a person or when your attention needs to away from an idling plane for even just a second.

The ultimate key is to develop a safe routine for starting. One school of thought is that any time a routine is interrupted even slightly, the probability of something bad happening goes way up. I firmly agree with the belief that anytime you get interrupted during the starting procedure, go back to the beginning and start over.

With the plane ready to taxi that concludes the startup phase and begins the flying phase, which is a completely different set of safety issues. Without a doubt, a modeler somewhere could read any aspect of this article and say, "I did that and still got hurt". None of this information will prevent injury. It hopefully will greatly reduce the chance. One piece of advice that I found very constructive is to "watch out for your buddy". Not in the sense that he's dangerous. Although don't rely on other people for your safety. The idea of watching your buddy is if you see a fellow modeler about to do something that causes concern or if something doesn't look right, warn them.

Keep in mind watching out for your buddy is a two way street. Check your ego at the front gate and allow them to point out concerns for you without ill feelings. Sometimes another set of eyes just might be at a better angle to see something potentially dangerous. Keep in mind too, when a fellow modeler is starting and adjusting an engine, let them concentrate on the task at hand and don't become the reason for them having an accident.

To conclude this article I'll do so with a message that was repeated over and over by modelers carrying battle scars... THINK and FOCUS! Don't allow yourself to get complacent around a spinning propeller!?

Upcoming Events



NEFR 14-16 April 2017
NAAS Club Field, Canberra

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

Australian Electric Flight Association

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](http://www.aefanet.com)
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



DAM BUSTERS

R/C FLOAT PLANE FLY-IN

28th to 30th April 2017

To be held on the waters of the beautiful Wyngala Dam



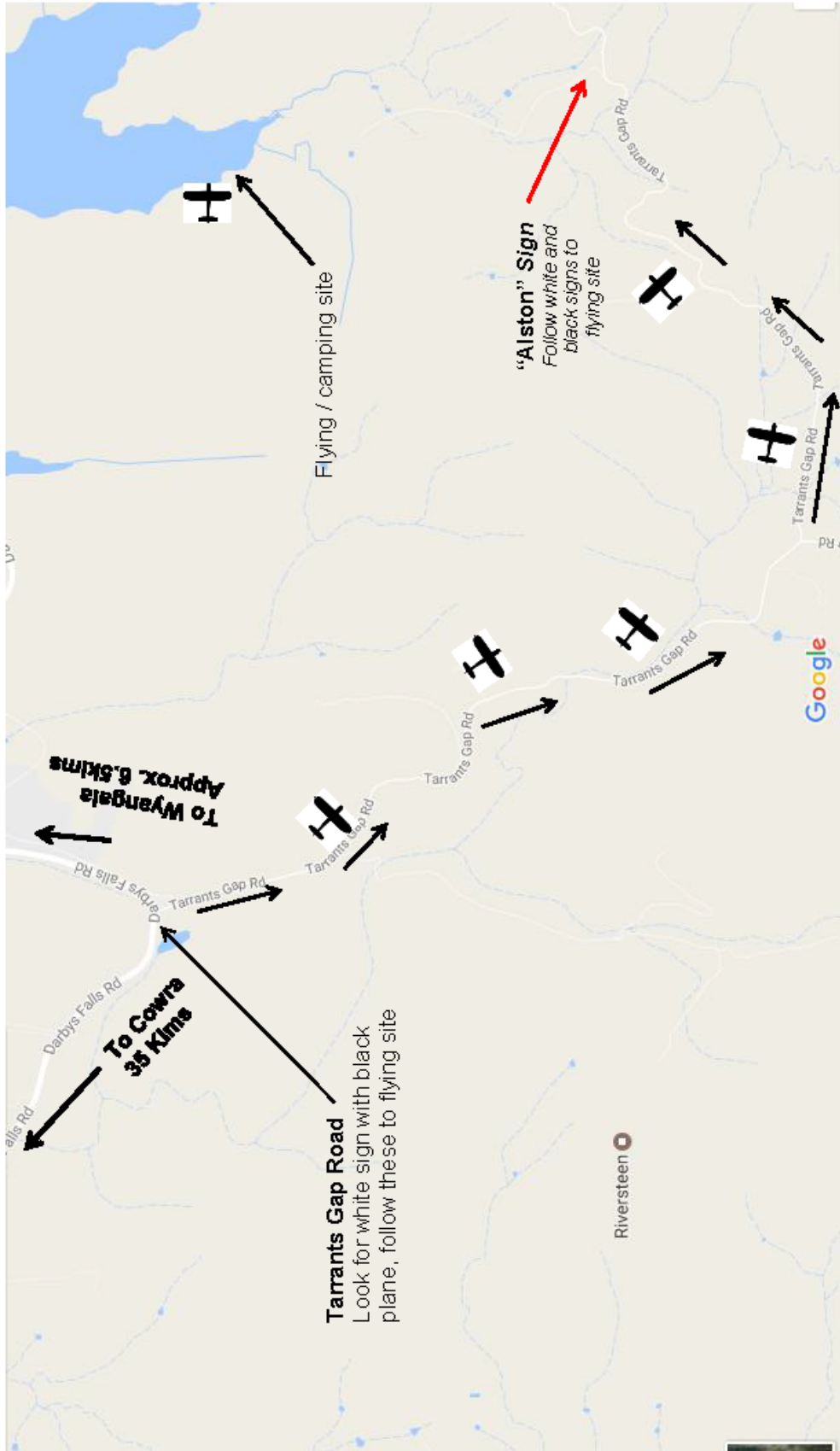
Casual flying open to all MAAA members from 12.00 noon Friday 28th April 2017

<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: Wyngala Waters Holiday and Recreation Park Phone: (02) 6345 0877 Web:- www.inlandwaters.com.au and click on Wyngala 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 Wyngala 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

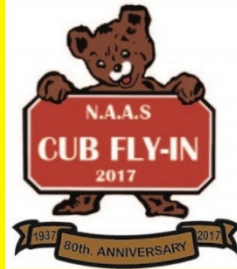
Central Reserve Road Ettamogah NSW 36.00.431 146.57.891

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 #397
(June 2017) is
Tuesday 16th May 2017.**

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