

MINIATURE —————>
AERO SPORTS
NEW SOUTH WALES INC.



Quarter scale Kingfisher. Wingspan 104" - power OS 120 Surpass.
Pilot Dean Riebolge. Penrith Regatta Centre - 1 May 2011.

Photo via Tim Nolan (SROWA)

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Diary Notes

Next MAS Meeting: Friday 10 June 2011 at 8:00pm.

Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Following MAS Meeting: Friday 8 July 2011 at 8:00pm.

Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Newsletter #337 (July 2011) deadline for submissions:

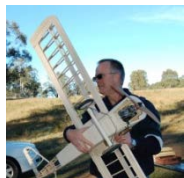
Tuesday 14 June 2011

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

From the Editor



Welcome to the new look June 2011 edition of the MAS Newsletter. After keeping the changes to a minimum over my first 12 months as Editor, I wanted to

try a more modern and eye-catching design and hope that this meets your approval. Despite the new look and feel, inside you will find the same structure as earlier editions with lots of photos and contributions from readers.

As you would be aware, the AGM was held on Friday 13th May. Whilst there are no new faces in the Executive, I would once again like to take the opportunity to farewell the outgoing secretary Mike Robinson and to thank him on behalf of all affiliated members for his dedication over many years on the Executive, firstly as the Registrar and more recently as Secretary - thankyou Mike from all of us and keep well.

Tim Nolan has stepped into the seat and now wears the twin hats of Vice President and Secretary. Aside from that, the rest of us, Bob Carpenter (President), Bob Bishop (Treasurer) Dave Lewis (Registrar & Assistant Secretary), Steve Norrie (Public Relations Officer & State Field Secretary) and myself as Newsletter Editor are all back and looking forward to serving you through your member clubs for another 12 months.

On page 4 this month we have a must read article on Model Flying Insurance and how it pertains to clubs and individuals. It is a "must read" which I can't recommend strongly enough.

Two sets of Minutes covering the May Business Meeting and the AGM start at page 6. Yet more on the Runaway Auster from

Ross Woodcock on page 25 (I'm really spinning this one out - anyone else out there? Love to see how long we can keep it going). Basil Healy's haunting by the Army Cessna returns on page 26 and we now have a regular column on jets courtesy of James Ellingford starting on page 28. With the inauguration of this column, I would like to throw the challenge out to other interest groups (gliders, scale, pattern pylon etc) to contribute a column over and above event reports regularly, if not monthly then say bi-monthly. There's the challenge - don't let the jet guys take up all the column space. Drop me a line at newsletter@masnsw.org and I will guarantee you a place.

Tim Nolan has contributed two interesting pieces. Firstly, starting on page 31, a story on large scale modeller (very large) John Greenfield of "Ghost Squadron" in the UK who recently visited Australia. Secondly, on page 35 a report on the "Seaplanes at the Penrith Regatta Centre" held on May 1st.

Plenty of upcoming event notices starting on page 38 and finally snap up one of the bargains listed between pages 42 and 47.

One final thing, there will be no Newsletter published in August so if you have an event, contest report or something for sale that you would like published make sure you get it in before Tuesday 14th June so it can make the July edition or you will have to wait till September.

Well, that's about it for now - keep well and as always,

Happy flying, Rob M

Model Flying and Insurance

We are receiving questions regarding the insurance coverage you have when operating Model Aircraft. The following attempts to answer those questions.

The insurance coverage that we all have as members of MAAA (all members receive the same coverage whether you operate Radio Control, Control Line or Free Flight Models) covers the flying of Model Aircraft on any site within Australia so long as you have the landowners permission and are operating within CASA rules and MAAA MOPs.

If you have an incident that requires use of that coverage, you will be required to pay the first \$250.00 excess.

If there is an incident you will be required to follow the MOP001 Accident Reporting and the associated forms MAAA010 Incident Report Form and MAAA011 Incident Investigation and provide these forms to MAAA.

When claims are reviewed you will need to be sure that you are operating within the rules and regulations that cover the operation of Model Aircraft. These include in descending order: CASA Rules, MAAA rules and

recommendations, local club rules and regulations, any local council rules etc.

To ensure that we minimize as far as practical any requirement to use our insurance coverage and at the same time provide safe facilities to our members, MAAA has MOP022 that covers Risk Assessment. It would be in the best interest of all our members if these documents and policies are reviewed by Club executives to provide confidence in your club's setup and operations.

Your Insurance coverage is only available with your current membership and therefore is effective from 01st July to 30th June. During the time that you have paid your membership and are awaiting your new cards you will need to be able to prove that you have actually paid your MAAA fees. This is easy if you only fly at your own club, but increasingly we have members that use more than one club and field. It is recommended that until you receive your new membership card you carry your receipt that indicates you have paid your MAAA fees.

Clubs will find it much easier if they annotate on all receipts that the fees paid include MAAA annual fees.

Business Meeting Minutes

Miniature Aero Sports NSW Inc

Business Meeting
Workers Parramatta
13th of May 2011

Meeting Opened: 8.30pm

Attendance: D Lewis, Macksville; R Masters, WPMAS; M Robinson, Archville Eagles; T Nolan, ROW; S Norrie, ASAC; M Stone, HSL; B Thrift, CVRMC; K Barnes, PRCAC; B Swan UMAC; R Carpenter, HMAS; B Bishop, CMAC

Visitors: E Ashley, CVRMC; K Vella, PRCAC; G Barnes; M Swan, UMAC; M Chapman, UMAC

Apologies: Mike Close, Steve & Val Vickers, Daniel DeVries and George Atkinson

Minutes: Motion that the minutes of the meetings held on the 9th of April 2011 as distributed in Newsletter 335 and also emailed be accepted as a true and accurate record of that Meeting.

Moved: CVRMC **Seconded:** PRCAC **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:

- M1.1 MAAA CIAM Flyer 2-11
- M1.2 MAAA Copy of Thank you from Mayor of Dalby - Qld for Flood assistance
- M1.3 MAAA Congratulation message from Kevin Dodd to Mike Robinson

From other than MAAA :

- C 2.1 Mike McMahon Notifying of suspected nearby Flying Field possibly causing Interference
- C 2.2 Joan McIntyre CLAS Request to have entry forms for June Champs on our Website
- C 2.3 iiNet Billing Invoice / Payment confirmation
- C 2.4 CASA Liaison Re Archville Eagles concerns about a nearby Flying Field
- C 2.5 Lee Marchant MOP Form Request
- C 2.6 MASNSW Exec Internal Executive Discussion on Newsletter Costs
- C 2.7 iiNet Billing Invoice
- C 2.8 Bob Carpenter Application for Model Inspector – Peter Goff
- C 2.9 D. Goodwin Application to register Model Aero Field (sent originally to Free Flight)
- C 2.10 Bryan Butcher Application to register Model Aero Field
- C 2.11 Bob Godfrey Get well Letter and attached Heavy Model MOP form
- C 2.12 Simon Harvey Get well Letter and attached Heavy Model MOP Form
- C 2.13 Alistair Heathcote Passing of Peter Le-Grand

- C 2.14 MASNSW Exec Internal Executive discussion regarding Email notification of AGM
- ** C 2.15 Stewart West Offer to Host Country Meeting in Orange Saturday 15/10/2011
- C 2.16 Mike McMahon Letter to all members of Archville Eagles regarding Close Flying Field Ops
- C 2.17 Basil Healy Informing of change to SAM1788 Executive
- C 2.18 Rob Watson Request to update records of returning member Barry Phair
- C 2.19 Dave Lewis Point Score Competition – Bounty for early lodgement

- C 2.20 **Received completed Large Model Permits to fly forms from the following:**
John Richards, Corinne Pellatt, Michael Derrig, Paul Robertson, Brett Lipscombe, Adam Goulding, Donald Strachan, Paul Hewittson, Robert Zyp, Doug Radford, Grant Furzer, Stan Begg, David Tennant, Tom Prosser, Simon Harvey, Jason Munn, Zachary Bremer, Bob Carpenter, Bob Godfrey, Howard Cooper, Clive Hodder.
Late Permits: Bob Bishop, Don Costelloe, Tim Nolan, Bob Carpenter, Bob Carpenter,

- C 2.21 **Received Cancelled Large Model Permits to fly forms from the following:**
Simon Harvey, David Tennant.

- C 2.22 **Received Completed Turbine Powered Model Permits to fly forms from the following:**
Michael Locock, Paul Robertson, Max Jamieson.

- C 2.23 **Received Cancelled Turbine Powered Model Permits to fly forms from the following:**
None Received.

- C 2.24 **Newsletters Received:**
Bega District MAC March 2011

Late Correspondence:

- C 2.25 Tom Sparkes FW 25 Inspector Application
- C 2.26 Anthony Ogle FW25 Inspector Application (RAAFMAC)
- C 2.27 Peter Goff FW25 Inspector Application (RAAFMAC)

Correspondence Out:

To MAAA: Nil

To other than MAAA:

- C 3.1 Lee Marchant Where to Download MOP Forms
- C 3.2 Dave Lewis AGM Nomination – Bob Bishop
- C 3.3 MASNSW Exec Internal Discussion on Newsletter Costs
- C 3.4 Bryan Butcher Register new Flying Field at Wardell - approved
- C 3.5 D. Goodwin Rejection of new Flying Field application – too close to another field
- C 3.6 Anthony Legge Posted a set Bronze Helicopter Wings
- C 3.7 Club Contacts Email notification of AGM
- C 3.8 Sub Committee Reps Expressions of interest sought prior to MAAA Council conference.

Business Arising from Correspondence:

C 2.15 Meeting resolved to accept the invitation of Orange to host country meeting on 15 October 2011.

Moved: UMAC **Seconded:** CVRMC **Carried**

Reports:

Treasurer: **Bob Bishop**

Business Arising from the Treasurers Report: NIL

Moved: ROW **Seconded:** HSL **Carried**

Other Reports:

All reports were carried over to the AGM

Awards:

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

Mark Van Loon	Cronulla	73688
Matthew Gilbert	Eurobodalla	73614
Peter Watson	Eurobodalla	73759
Joseph Fahey	Eurobodalla	71425
Toby Robb	Lithgow	69539
Darren Critchley	Hornsby Electric	73768
Dennis Hall	IMAC	67376
Michael Colston	Gosford City	35947
Fabian Ruffo	Lithgow	69540

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

Elizabeth Killen	Gosford City	71381
Robert Nordsvan	Hornsby Electric	73586

Moved: UMAC **Seconded:** CVRMC **Carried**

Applications received for approval for MAAA Fixed Wing Power Instructors:

No applications received

Applications received for Approval of Commercial Model Aircraft Flying Instructors:

No applications received

Applications received for the approval of MAAA Helicopter - Bronze Wings:

Corey Fidden	Lithgow	71433
Toby Robb	Lithgow	69539
Aaron Tarbit	Leeton	71280

Applications received for the approval of MAAA Helicopter - Gold Wings:

Aaron Tarbit	Leeton	71280
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Applications received for approval of MAAA Helicopter Instructors:

No applications received

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

No applications received

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

No applications received

Applications received and approved for MAAA Glider Instructors:

No applications received

MAAA Inspector Approvals:

Heavy Model FW 25 Inspector Approvals

Nil received

Heavy Model RW 25 Inspector Approvals

Nil received

Giant Model FW 50 Inspector Approvals

Nil received

Giant Model RW 50 Inspector Approvals

Nil received

Gas Turbine Inspector Approvals

Nil received

MASNSW POINT SCORE COMPETITION AWARDS 2010:

The following Clubs/Organisations have qualified for the \$ 50.00 Reward for submitting Point Score Events results within four weeks of the event being run.

Submitted by Dave Lewis:

NSW Pylon Sportsman Pylon Nowra May 2011

I respectfully ask that payment be made and forwarded to the Secretary of each of these Clubs.

Motion to accept these awards.

Moved: CVRCMC **Seconded:** PRCAC **Carried**

BUSINESS MEETING ADJOURNED AT 8.30PM FOR ANNUAL GENERAL MEETING

BUSINESS MEETING RESUMED AT 10.16PM

General Business:

The first item of General Business is:

The next Business Meeting of MASNSW will be held at the Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta on the 10/06/2011. The meeting to commence at 8.00pm, (2000hrs), All Members, Observers, and Visitors are welcome.

Discussion on the subletting of the state flying field to the Cootamundra flying club to look after the maintenance of the field. It was agreed in principal but the executive should develop a Memorandum of Understanding to protect both MAS NSW and the Cootamundra club setting out the extent and details of the arrangement.

Moved: CVRCMC **Seconded:** PRCAC **Carried**

MAAA Conference. To be held next weekend in Canberra, two positions are funded by MAAA, MAS NSW has traditionally taken the Treasurer - this is at MAS NSW own expense, approval is sought to take the Treasurer.

Moved: HSL **Seconded:** UMAC **Carried**

The President spoke of the key issues at the upcoming MAAA Conference.

MASA looking to rewrite the entire Flight Instruction Process.

VMAA wants to have the pensioner discount removed (it is noted that at MAAA level there is not a price difference between seniors and pensioners)

Various sub Committee members; most have been contacted and wish to carry on. Currently no representative for the Glider Sub Committee, any interested party please contact the President.

Disciplinary Procedures, the MOP has been changed by the MAAA Executive but still needs adjusting to cover, instructors/inspectors signing off testing/checks without actually completing the test/inspections.

AWA have developed a policy and insurance guidelines for Park Fly models. This could well have implications for the general insurance costs for general MAAA membership. There is also discussion of indoor models v park fly models.

Draft Policy for FPV and Autonomous flight for review and ratification by Council.

Discussion with the pending final payments of the State Flying Field at Cootamundra do we need a second state field? Considerations and discussion centred around location and its proximity to the majority of the membership.

Robert Folkard passed away recently, Barry McLaughlin currently in Penrith hospital, all wish him a speedy recovery.

There being no further business before the meeting, the meeting was declared closed at: 10.30pm



MASNSW Registrar Dave Lewis was lucky enough to get a Tiger Moth flight out of Camden for his birthday earlier this year



Annual General Meeting Minutes

Miniature Aero Sports NSW Inc

Business Meeting
Workers Parramatta
13th of May 2011

Meeting Opened: 8.30pm

Attendance: D Lewis, Macksville; R Masters, WPMAS; M Robinson, Archville Eagles; T Nolan, ROW; S Norrie, ASAC; M Stone, HSL; B Thrift, CVRMC; K Barnes, PRAC; B Swan UMAC; R Carpenter, HMAS; B Bishop, CMAC

Visitors: E Ashley, CVRMC; K Vella, PRCAC; G Barnes; M Swan, UMAC; M Chapman, UMAC

Apologies: Mike Close, Steve & Val Vickers, Daniel DeVries and George Atkinson

Minutes: Motion that the minutes of the ANNUAL GENERAL MEETING held on 14th of May 2010, as published in Newsletter No.326 and also emailed be accepted as a true and accurate record of the meetings proceedings.

Moved: ROW **Seconded:** UMAC **Carried**

Business Arising: A motion was passed last year to concrete the run ways at the state flying field, this has not been completed due to weather and other issues. This matter will be discussed in detail in General Business later in the meeting.

Correspondence:

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

Correspondence In:

AGM 1-2011 WPMAC	Nomination	Bob Carpenter,	President
AGM 2-2011 ROW	Nomination	Tim Nolan,	Vice President
AGM 3-2011 CMAC	Nomination	Bob Bishop,	Treasurer
AGM 4-2011 ROW	Nomination	Tim Nolan	Secretary
AGM 5-2011 WPMAC	Nomination	Dave Lewis	Assistant Secretary
AGM 6-2011 WPMAC	Nomination	Dave Lewis	Registrar
AGM 7-2011 WPMAC	Nomination	Robert Masters	Newsletter Editor
AGM 8-2011 APPIN	Nomination	Steve Norrie	Public Relations Officer

Correspondence Out: Nil

Moved that the inwards correspondence is accepted and the outward correspondence be adopted

Moved: CVRMC **Seconded:** PRCAC **Carried**

Business Arising from Correspondence: Nil

Reports:

President Bob Carpenter

2010-11 has been an interesting year for the association with the changeover of the majority of the State's Executive and the integration of personnel who are experienced in the sport/hobby of Radio Control modelling but not necessarily experienced in the duties and responsibilities of guiding the direction of Radio Control in NSW. To all those on the team I would like to express my thanks and gratitude for the efforts put in during this year and welcome the new team.

Tonight I would like to formally thank Mike Robinson for his efforts as a key member of the executive over many years. Mike has chosen not to nominate for re-election due to health problems. All his efforts over the years have set a very high standard that we will strive to emulate. Thanks Mike.

Our membership is slowly increasing with in excess of 2300 members from 97 clubs. These numbers include more than 250 members who have not previously registered and 3 new clubs. We welcome you all to MAS.

These numbers show that we are alive and well but a continuing challenge is the retaining of flying fields which is more of a problem in the Sydney basin with the expansion of housing. This is an area that will become more of a challenge in the coming years.

During the past year we have been represented at a Public Display in conjunction with the RAAF Air Show at RAAF Williamtown where we entertained in excess of 100,000 people over the two day show. This is an area we need to work together with organisers to ensure we maintain our education drive.

A major highlight of this year has been the event held at Dick Smith's property, Bowylie. Although not run by the State Association this shows the strength of the Radio Movement in NSW. We look forward to more of these events in the future.

The State Flying Field at Cootamundra has not been used to its capacity during this past year due to the large amount of rain that we have received all over the eastern part of Australia. We are planning on more usage of this very good facility in the coming year and we are looking forward to actually finalizing payment to MAAA. Once owned this will be a very tangible example of the MAAA Lands policy.

The Executive have also emphasized working with the other associations in NSW. Regular meetings between MAS, CLAS and FFS are being held to ensure that where possible, we will continue to work together. The next major event will be the Nationals that will be held during 2013. If possible we would like to hold a combined event during this Nationals Year.

The executive have set up email contacts with all our member clubs and this has proved to be another asset to allow us to remain in contact with our members and continue our policy of involving all our members in advice to the executive. This is your method of becoming involved in the management of MAS NSW.

Finally I thank the membership for the opportunity to hold the position of President and I intend to continue with all our efforts to expand the association in NSW and meet the challenges of the future.

Secretary Mike Robinson

I would like to thank you all for having me as your secretary for all these years and as the Registrar before that, it has been an honour and a pleasure to hold these positions which amounts to around a quarter of a century of my life starting with RCAS, which then became MASNSW which also relates to being on the board of the MAAA. This has been my way of paying back Aeromodelling for what it has given me, a lifetime of friends and friendships that I would never have found elsewhere.

How it all started was from being a member of Werrington Park Model Aero Club and meeting a fabulous instructor Ray Dixon who was also the Delegate for Werrington Park at the RCAS Meetings. Ray asked if I would like to come along and I agreed, eventually I took over the job never realizing that I was being watched by the executive for my interactive relationship between my club and RCAS at the meetings. A position was to become available for the registrar and Val Vickers was to ask me if I was interested in joining the RCAS Executive. Never in a million years would I have thought I would become a member of the RCAS Executive and of course the rest is history.

My special thanks go out to our previous Presidents and their wives Mike & Sue Close; Joe & Lorraine McGuffin, with whom my wife and I had a very close relationship; Secretaries Dave Brown, Lloyd & Paddy Dippel; Assistant Secretary Dave & Julie Lewis, who have put Lea & myself up for accommodation at their home for all the years that it has been necessary for me to travel from Macksville to the MASNSW Meetings.

Registrar Dave Lewis

Current Year		New to System	Last Year
Seniors	1718	238	1705
Pensioners	496	39	447
Juniors	110	35	113
No. of Clubs	97	3	91
Total Membership	2339	312	2265

This represents a slight increase in membership over previous year.

I would like to thank all the Club Secretaries and Registrars they have all done a fantastic job with all the paper work which has made doing this job so much easier.

Our biggest issue during the year has been updating the database with email addresses which will be an ongoing thing. A big thank you to Rob Masters for helping to get it right.

Shortly the busy season starts all over again:

- Notify Clubs of new rate structure.
- Review and Update the MR1 forms to reflect the new period.
- Produce and post bulk membership renewal lists to Clubs.
- Register Club Executives and update the Member Club list (including email Contact List).

This year the Registrar will be responsible for posting out the Gold Wings and Instructor Badges after approval at the Business Meeting. This makes more sense as the Registrar holds the mailing list and reprints the Membership Card to reflect the new rating. Clubs are permitted to hold stocks of Bronze Wings if they wish – if they need stock they should request them from the Registrar.

Thank you to the Membership and Executive for all their support and assistance during the year.

Newsletter Editor Rob Masters

The May Newsletter has marked a complete year (10 issues) for me. My aim has been to maintain the newsletter in a form that was familiar with longstanding readers whilst at the same time making it more consistent in terms of structure, layout and content. I think this has been achieved and I would like to thank again all those who have taken the time to contact me to pass on their good wishes and encouragement as well as those who have contributed articles, reports etc.

I have decided to nominate for Newsletter Editor again and, if I am elected look forward to assembling another 10 issues in the coming year. I say “assemble” because what I want to do is exactly that, to assemble a monthly Newsletter – not write one. I would like to encourage everyone representing the various Interest Groups to contribute regularly. I know that most groups have their own Newsletter but these are pretty much closed shops. Publishing in the MAS Newsletter will enable you to reach a wider audience and perhaps assist in attracting new members to your group. There will always be space available but if you are unsure please drop me a line or call.

Again, many thanks to all

Vice President Tim Nolan

It has been an interesting year starting after the AGM when I was literally dropped into the MAAA conference with our President having to go overseas for work.

It was most interesting to watch the machinations of the national body and to see how decisions are made within the MAAA Council framework.

Within MASN the new Committee has evolved into a good team with a good balance of skills and interests who are all keen to move miniature aviation forward.

We have established a heavy model committee to review and help manage the 120 MOP FW25, FW 50 and Turbines inspectors across the state. I have just finished contacting all of them to complete the 3year renewal process, and this has been forwarded off to the MAAA secretary. In time we will be able to use the email system to improve the communication amongst the heavy model inspectors so that information can be shared quickly on any pending changes and issues that may arise.

I have been attending the instructors course at both Richmond and on the Central Coast which gave me a great opportunity to meet modellers from across the state. It was also very good to attend the country meeting in Forster and hear the concerns and be able to answer their questions.

It has been a year with opportunities not the least has been to meet with the Free Flight and the Control Line groups on a regular basis to have some frank and open dialogue.

In looking to the future I am still enjoying the role with all of its challenges and I have nominated for the position of Secretary and Vice president for the next term.

Assistant Secretary Dave Lewis

The 2010 Season went well – the Trophies for First to Third in each of the five disciplines were either handed out at the Annual Dinner at the beginning of this year or posted out. The “Top Ten” were published in a recent newsletter.

The 2011 Season is progressing – with scores coming in on a timely basis
Clubs are submitting requests for listing in the Calendar on a regular basis – some well in advance

If re-elected I propose to review the point score system during the year and will be seeking input from the membership:

- Is the Point Score Championship still relevant?
- Is there enough interest in each discipline to continue?
- Should we still be paying a \$50 Bounty as a reward for being on time?

Perhaps some form of referendum needs to be held to gather the feeling of the majority of members using the Club Contact list and newsletter articles.

Big thank you to the Membership and Executive for the support shown to me during the year

Public Relations Officer / State Field Steve Norrie

State Field

Cootamundra has had an incredibly wet year and as a result the field has not been in any condition to be used, only three groups of the six bookings actually got to run their event.

We received a letter from the Cootamundra Council advising of Bathurst Burr on our property and suggesting that it would be appreciated if some control of this noxious weed be undertaken. I have spoken to Ron Dowling who has already begun spraying the weeds in an effort to control them.

The proposed concreting was postponed indefinitely due to the rains.

The rain did however bring to our attention a large area that holds water on the operational area that needs to be filled. This can be achieved by removing a raised section that runs across the property to fill the depression; some additional fill will be required. Whilst carrying out these works I suggest that the runway be rolled and two additional runways be created, one to the North West running across the end of the main runway and another to South West across the other end. These new runways should require only mowing and rolling to achieve a good result. I would like to request approval from the meeting for a \$15,000.00 budget to commence these works.

I have had discussions with the local club, Cootamundra Modellers Club Association Inc, about them using the property as their field, as they fly mostly mid week their operations will not interfere with booked events (mainly weekends), the club has agreed that should a booked event require it they would cease operations for the duration of the booking. The club would be responsible for maintenance of the runways, pit area and spectator area as well as the canteen and toilet block. The

club will be the pickup point for keys etc for persons with bookings. All bookings are still to be made via the State Field Secretary who will advise the Cootamundra club president.

Lastly many thanks to Ron Dowling for his efforts in maintaining the property on our behalf.

Public Relations

This year has been relatively quiet, might have something to do with the weather.

We did get in one very successful public flying display at the Williamstown Air force Base.

The Defence Children's Christmas treat was cancelled for "operational reasons" it is understood that these have been overcome for next Christmas.

I wish to thank my fellow executive members for their assistance throughout the year and look forward to the coming year.

Chief Flying Instructor Bob Carpenter

Our efforts in the Flight Training area have shown that we are providing a service that meets the needs of our members. The emphasis has changed from checking the new instructor's ability to fly, to one where we train how to teach and instruct. This together with added areas of where to find information and update of procedures due to the technological changes today has been well accepted.

We have had the MAAA CFI attend and observe our course and his recommendation to the MAAA Council is that our format be accepted as the standard throughout Australia.

We have conducted two Instructor Courses and workshops this past year. The first in November at Richmond graduated both Fixed Wing and Helicopter Instructors. The second course was conducted in January at Gosford and graduated Fixed Wing Instructors.

We have requests to attend our next Instructors Course and Workshop (tentatively scheduled for July/August 2011) coming in at this time.

I would like to thank George Atkinson for his assistance in all these courses and a special thanks to all those current instructors that have attended. The experience of real world situations that these instructors bring to our discussions is invaluable as it shows that there are many areas that need to be considered and the new instructors see a lot more examples that allow them to take back to their respective clubs. Including selected observers (this is meant for club administrators) allows those who run our clubs to be fully aware of all the areas that are covered and assist them in managing their clubs.

I welcome the opportunity to continue in this area and expand this very important service to our members.

Education Officer Mike Close

I don't intend to repeat the information that I have included in the monthly reports that I presented at the normal business meetings during the year.

Through these, and an appeal for support that MASNSW circulated at the end of last year, we have tried to simulate interest in education and the promotional benefits that this provides for aviation in general and model aviation in particular. I very firmly believe that this is essential if model aviation is to continue to give the pleasure and benefit that we all enjoy into the future. Full size aviation is also

suffering from an increasingly aging workforce but yet in a country as large as Australia it is an essential national capability. There was some response to these but it is never as much as you hope for.

I have received several reports of courses and other activity, in particular from the Shoalhaven area. I believe that more is being done throughout the State than MASNSW has visibility of, which is good from one point of view. I also think if there was more cross fertilisation of initiatives then that should benefit everyone.

One positive outcome of the promotion attempts was that I received excellent feedback with personal views about how the education scheme could be improved. Also during my visit to the USA I had a long discussion with the new Director of Education of the AMA on his plans for improving their scheme and brought back quite a lot of material.

Whilst some of all these ideas are not appropriate for the Australian scene, the various inputs have given me material that can be developed and included in a more comprehensive and up to date MAAA Education Support Package. Whilst it would be good if I felt that there was more general support for it from the field, it may be that having it will revitalise education in both NSW and across Australia. I hope to have the opportunity to work on this during the next twelve months.

Finally I would like to thank those who have contacted me during the year and for their efforts either in face to face education or suggestions for enhancement of the program. As usual we always need more volunteers to be part of the program and for clubs to take advantage of MAAA current and future initiatives such as the Education Visitor Scheme. We are here to help.

CASA Liaison Officer Daniel DeVries

Nil report

Treasurers Presentation of Auditors Report and Financial Statements

Treasurers Report Bob Bishop

First of all I would like to thank the members of MASNSW for electing me to the position of Treasurer. It has been a pleasure serving you.

Being the new Treasurer was very daunting to start with, but with the help of friends, it became less daunting, more interesting and enjoyable.

My first task as Treasurer was to completely computerise the bookkeeping system. This was done to modernise the system and to be able to quickly analyse the data, look at spending trends, keep accurate and up to date, easy to read data.

The second task was to amalgamate all bank accounts, (RCAS & MASNSW #2 accounts) into one, this was done with the approval of the Auditors and the Executive committee. This was done to amalgamate the accounts and save bank fees.

Our income for the year was up from the previous year. This was due to increase in membership funds.

Expenses for the year were down from the previous year.

Due to reduction in office bearers expenses, competition fees, travel expenses, sundry expenses and bank fees.

Tabling of the Auditors Report;

INDEPENDENT AUDIT REPORT

To the members of Miniature Aero Sport NSW Inc.

Scope

We have audited the attached special purpose financial report, comprising balance sheet, profit & loss statement and accumulated members funds for the year ended March 31st 2011. The Club's management is responsible for the recording of financial information and have determined that the accounting policies used are consistent with the financial reporting requirements of the Associations constitution and are appropriate to the needs of the members. We have conducted an independent audit of the financial reports in order to express an opinion on it to the members of Miniature Aero Sport NSW Inc. No opinion is expressed as to whether the accounting policies used are appropriate to the needs of the members.

The financial report has been prepared for distribution to the members for the purpose of fulfilling the Committee of Management's financial reporting requirements under the entity's constitution. We disclaim any assumption of responsibility for any reliance on this report or the financial report to which it relates to any person other than the members, or for any other purpose other than for which it was prepared.

Our audit has been conducted to meet the requirements of the Association's constitution. The constitution states that a duly qualified and independent auditor be appointed to examine the income & expenditure account and balance sheet of the Association at least annually. Our procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial reports. These procedures have been undertaken to form an opinion whether, in all material respects, the financial report is presented fairly in accordance with the cash basis of accounting whereby revenue is recorded when it is received, expenses are recorded when paid. Accounting Standards and other professional reporting requirements are not applicable to the cash basis of accounting adopted by Miniature Acro Sports NSW Inc.

The audit opinion expressed in this report has been formed on the above basis.

Qualifications

As is common for organisations of this type, it is not practicable for the Association to maintain an effective system of internal control over subscriptions and other fund raising activities until their initial entry in the accounting records. Accordingly our audit in relation to income was limited to the amounts recorded.

Crimmins & Co have not engaged in any reconciliation of membership fees to the number, and various categories of members of the Association. We do note however that the relationship between membership income recorded and MAAA fees is consistent.

We make the following points to the members pertaining to the audit:

We have sighted and examined the original bank statements of all bank accounts reported in the balance sheet, and in our opinion they appear bona fide originals. No formal written certificates of bank balances have been obtained as at March 31st 2011 from the Commonwealth Bank.

The physical existence and standard of the computer and office equipment of the Association has not been inspected or verified by Crimmins & Co. Given the age and small carrying balance of various pieces of equipment in discussions with the Treasurer we have agreed to expense the carrying balance at 1 April 2010. There has been no major expenditure in this area for the year.

During the last twelve months the entity has made significant vendor finance payments to the MAAA in relation to the acquisition of the Cootamundra airfield. We have reconciled the loan balance to that supplied by the MAAA. No valuation of the property has been made by Crimmins & Co. The airfield is shown at its purchase price plus stamp duty and legal costs related to its acquisition.

The attached financial statements continue a carrying value of intellectual property rights controlled by the entity for training manuals. A valuation of \$50,000 has been tendered by management for these rights and systems. No opinion is expressed as to the carrying value of this intangible asset. It is suggested that consideration should be given into obtaining an independent valuation of this intellectual property.

Other Matters

This year's financial statements continue operation under the new tax system and GST. The Officeholders have prepared Business Activity Statements on a quarterly basis, and lodged returns with The Australian Taxation Office. In the process of preparing year-end accounts Crimmins & Co have endeavoured to make a transaction by transaction allocation of GST from the source documents supplied. While our engagement does not extend to the audit of GST returns Crimmins & Co have lodged a reconciling Business Activity Statement to March 31 2011 and confirm that the attached balance sheet reflects the correct GST liability to the Australian Taxation Office as at March 31 2011. We understand that this liability will be paid by the date of the Annual General Meeting.

During the course of our audit we found that the Commonwealth Bank deducted tax on interest received on working account. We have completed an application form seeking a refund of this tax from the Australian Taxation Office on your behalf.

Qualified Audit Opinion

In our opinion, except for any limitations discussed in the qualifications paragraph above, the financial report presents fairly in accordance with the cash basis of accounting, the payments and receipts of Miniature Aero Sports NSW Inc. for the year ended March 31st 2011 and its cash and equipment balances as at that date.

DATE: 5 MAY 2011
ADDRESS: Level 1, 385 Port Hacking Road
CARINGBAH NSW 2229



FIRM: Crimmins & Co.
AUDITOR:

1. Payment of Auditor Accounts

The payment for this account was approved in the General Business meeting

2. Appointment of Auditor for 2011-2012

Discussion over the cost of the Auditors fees, it was agreed to seek three quotes to ensure we are receiving value for money.

Motion: The decision to appoint auditors for next year be deferred to the September General Business meeting where the quotes can be reviewed by the membership and appoint an auditor for 2012.

Moved: ROW **Seconded:** UMAC **Carried**

3. Setting of Honorariums

Review of Honorariums

Position	2010	2011
Secretary	\$1.95	\$2.00
Treasurer	\$1.95	\$2.00
Registrar	\$1.85	\$1.90
Newsletter Editor	\$1.85	\$1.90

Discussion of the fees and in accordance with previous years it was considered against the national CPI increase which was 3.5%.

Accordingly the above figure for 2011 was agreed upon which represented a \$0.05 increase.

Moved: HSL **Seconded:** CVRCCM **Carried**

4. State Field Capital Budget 2011-2012

Meeting was advised by the President that the motion from last year to concrete the runways at Cootamundra had not been completed for a number of reasons. The major reasons were the weather and on review with the locals and specialist advice advising against the installation of concrete on the land the committee had declined to proceed with the project and to refer it to the AGM.

Motion: The committee not proceed with any concrete runways at the state Flying Field.

Moved: CVRCCM **Seconded:** ROW **Carried**

The meeting was given a presentation on the field layout and proposed earthworks to ensure better drainage of the site and runways. Approval was sought for an initial budget allocation of \$15,000 for these works to improve the drainage and the creation of two additional runways.

Motion: To allocate \$15,000 for field improvements to the State Flying Field.

Moved: Appin **Seconded:** ROW **Carried**

5. Setting of MASNSW Affiliation Fees for 2011-2012

The executive recommended no increase in the fees but indicated that a review of all costs and fees will be completed by the executive during the year and they will circulate a number of options to all member clubs later in the year for consideration well before the next AGM.

The existing fees were read to the membership. A suggestion was made from the floor that that the Pensioner discount of \$5 be removed and Pensioners who receive a mailed copy pay the \$10 the same as senior members.

There was further discussion that the fees for pensioners and seniors should be the same as there is no difference at MAAA level and the insurance cost is the same for both.

The executive have agreed to take all these issues on board and will include them in the review of all fees and costs which will be circulated later in the year for a decision at the 2012 AGM.

Motion: The 2011/12 MAS NSW fee structure remains unchanged from last year.

Moved: CVRMC **Seconded:** UMAC **Carried**

Accordingly the MAS NSW Fees (not Including the MAAA contribution are as follows):

Senior Member (email newsletter)	\$54.00
Senior Member (hard copy newsletter)	\$64.00
Pensioner (email newsletter)	\$48.00
Pensioner (hard copy newsletter)	\$53.00
Junior Member (email newsletter)	\$30.00
Junior Member (hard copy newsletter)	\$35.00
Non Member hard copy of the Newsletter	\$35.00
State Flying Field	\$35.00 per day
Club affiliation fee	\$25.00

The meeting was advised that the club affiliation fee with FF and CL was \$25.00 after discussion a motion was put to the meeting to reduce this fee.

Motion: The club affiliation fee be reduced from \$32-00 to \$25-00.

Moved: Appin **Seconded:** HSL **Carried**

6. Presentations Nil

7. Election of Office Bearers for 2011-2012

In accordance with the Constitution being only one nomination for each position those nominated were elected. Congratulations to the officer bearers.

GENERAL BUSINESS:

Next Annual General Meeting: Provisionally for Friday 11th May 2012, The Meeting Place To Be Advised

Meeting Closed: 10.15pm

MASNSW 2011-2012 Events

Calendar

(Compiled 16/5/2011)

- Those Events marked with an * are MASNSW Point Score Events.
- Unless otherwise advised MASNSW Meetings are held the 2nd Friday of every Month.

May 2011

* 21-22	Pattern (Aerobatics)	Coonabarabran	Tom Collinge	0400 403 151
21-22	Scale Fun FlyCity of Maitland	Metford	Paul Robertson	02 4946 8334
21-22	Twin Cities Autumn Scale Rally	Albury	David Balfour	02 6043 3169
* 22	2m Thermal Glider	Salt Ash	Brian Lindsay	02 4958 9910
28-29	Sportsman Pylon Racing (Q500 & F400 / F3D)	Pitt Town	Jeremy Randle	0418 390 446
28-29	NSW Large Scale State Championships	Taree	John Rolfe or Dean Erby	02 9734 6288 0437 397 451

June 2011

10	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
10-12	"Rally of Eagles" War Birds Event	Coffs Harbor	Martin Cochrane	02 6658 2364
13	Queen's Birthday			
18-19	NSW Large Scale (alt if 28-29 May washed out)	Taree	John Rolfe or Dean Erby	02 9734 6288 0437 397 451
* 18-19	New England Gas ChampsOld Timers	Tamworth	Peter J. Smith	0423 452 879

July 2011

2-3	Sportsman Pylon Racing (Q500 & F400 / F3D)	Nowra	Jeremy Randle	0418 390 446
2-3	Scale Event	Gunnedah	Paul Hartley	02 6742 1926
8	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
* 13-14	NSWSAS Scale Round 3	Blacktown	John Rolfe	02 9734 6288
* 23-24	Pattern (Aerobatics)	Wingham	Tom Collinge	0400 403 151
* 23-24	Golden West Old Timer Competition	Parkes	Peter J. Smith	0423 452 879
30-31	Sportsman Pylon Racing (Q500 & F400 / F3D)	Pitt Town	Jeremy Randle	0418 390 446

August 2011

12	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
9-14	World Champs F3D Pylon Racing	Bundaberg QLD	Joe Luxford	0419 517 096
* 13-14	NSWSAS State Titles F4C, Standoff & Open Scale	Richmond	John Rolfe	02 9734 6288
* 20-21	FARCON CUP Old Timers	Cowra	Peter J. Smith	0423 452 879
20-21	Scale Rally	Tamworth	Richard Exler	02 6765 2317
27-28	Oily Hand Old Timers	Cowra	Andy Luckett	02 6342 3054
28	Pattern (Aerobatics)	Illawarra	Tom Collinge	0400 403 151

September 2011

15	MASNSW General Meeting	Orange	Bob Carpenter	02 4577 6612
17-18	2m Thermal Glider	Cowra	Wayne Symons	02 6342 4525
* 17-18	NSW Scale Round 4	Richmond	John Rolfe	02 9734 6288
* 17-18	Pattern (Aerobatics)	Gunnedah	Tom Collinge	0400 403 151
16-25	Manilla Slope festival	Manilla	Stephen Wenban	0437 032 660
TBA	Sportsman Pylon Racing (Q500 & F400 only)	Marulan	Jeremy Randle	0418 390 446

October 2011

* 1-2	Eastern States Gas Champs Old Timers	Wangaratta	Peter J. Smith	0423 452 879
3	Labour Day			
14	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
TBA	Sportsman Pylon Racing (Q500 & F400 / F3D)	Marulan	Jeremy Randle	0418 390 446
22-23	Twin Cities Float Plane Weekend	Albury	David Balfour	02 6043 3169
22	Pattern (Aerobatics) (Saturday Only)	Camden Valley	Tom Collinge	0400 403 151
* 22-23	Lithgow Old Timer Weekend Old Timers	Lithgow	Dave Brown	02 6355 7298
* 23	2m Thermal Glider	Maddens Plains	Fred Lodden	02 9284 2017

November 2011

3-6	Temora Invitational Scale Classic	Temora	John Rolfe	02 9734 6288
11	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
* 13	2m Thermal Glider	Shoalhaven	Ian Avery	02 4232 1093
* 19-20	Muswellbrook Old Timer Weekend	Muswellbrook	Simon Bishop	02 6543 5170
* 26-27	Pattern (Aerobatics)	Pitt Town	Tom Collinge	0400 403 151

December 2011

3-4	NSWSAS Round 5	Orange	John Rolfe	02 9734 6288
9	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
25	Christmas			
26	Boxing Day			

Yet More on the Runaway Auster

Hi Rob,

Further to the wayward Auster incident. Basil Healy is a mite older than me for he was out of his time whilst I was only in 3rd year (apprentices did 5 years in those days) at De Havilland. I was serving a stint in the Instrument Shop which was a standalone shed outside "B" hanger right on the edge of Bankstown Aerodrome. We didn't witness the actual take off although from Basil's description it must have passed directly over us. However the word soon got out and we then were able to see

the aircraft circling above the aerodrome, drifting with each circle towards the city (Sydney). One of the items that the instrument shop possessed was a radio tuned to DCA which soon brought us up to date on all the happenings. It was all a little unreal and we were not sure that it wasn't another scam typical of War Of The Worlds. History has recorded that it actually happened, can you imagine if the Wirraway had been successful in shooting it down, over the suburbs of Sydney.

Cheers, Ross Woodcock

Haunted by an Aircraft – Part 2

(The one that kept coming back on a truck!) from Basil Healy - first appeared in the Duration Times; reprinted here with Basil's kind permission.....Continued from Newsletter 335

At about the time I said farewell to A98-338 for the first time we started receiving the "D" model Cessnas for embodiment of the same modifications that we had done on A98-338. Twelve months later we got the "E" models for the same work.

Towards the end of the "E" model program an Army truck arrived again with A98-338, in a very dismantled condition. While landing on an unprepared field the aircraft had dropped the right-hand wheel into a wombat hole and wrenched the undercarriage leg off and bent the right wing this time. Our Engineering Department very quickly amended the repair drawing for the landing gear attachment area by adding a note "Typical for port and starboard sides". That was their sole involvement in the repair. The repair progressed quickly this time because not only were we working from previous experience, but we had the repair on the opposite side to compare with what we were doing. One wit described it as our three dimensional drawing in mirror image. Appropriate I thought. A new starboard wing arrived from Rex Aviation but was all bare metal. The Army specification called for all parts to be finished in primer. Six weeks later we got our wing. It must have come from the factory! We then had to do the modifications for supply dropping before fitting it to the aircraft. Reassembly and test flying went off smoothly, so once more I said farewell to A98-338.

After that we started receiving some of the Army Cessnas, which had seen service in Vietnam, for overhaul. These were in pretty poor condition and needed a lot of work to bring them back up to scratch. There was also a modification program to fit Winjeel wheels and brakes and I often wondered whether A98-338's encounter with the wombat hole may have prompted this modification.

We were also carrying out overhauls on the Army's Sioux helicopters which had seen service

in Vietnam. These aircraft were also in poor condition. They were also a nightmare to work on because almost everything could be assembled at least two ways and sometimes more! The maintenance manuals became very well thumbed and dog-eared volumes as we struggled to get the hang of rebuilding and re-rigging these little monsters. I swore that Murphy was on Bell's design staff.

It was while checking the engine installation on one of these that an Army Lieutenant approached me with a work requisition in his hand to replace the ADF sense aerial and repair a damaged tailplane tip on a Cessna. I took him up to our Commercial Department chap who raised a company job number for the work to be done. The Lieutenant was the pilot of the aircraft which he advised us was at Holsworthy. We gathered up a crew of three plus myself, the necessary parts and headed for Holsworthy following the pilot who had an Army car.

Imagine our surprise when he did not turn into the Army Air Base by headed down the Heathcote Road! Some way down the road he stopped at a gate with an ominous red flag beside it and signs warning of unexploded ordinance. We were in the middle of a live firing range! About a kilometre or so down a dirt road we finally came to an airstrip carved out of the scrub and sitting dependently on the end of it was A98-338!

Investigation of the damage to the ADF sense aerial, which was suspended below the fuselage, gave me grave doubts that whatever had struck this had first struck the propeller. Inspection of the rear face of the propeller tips revealed suspicious stains which could have been tree sap. While the rest of the crew were attending to the aircraft, I wandered down to the end of the airstrip to see if I could locate whatever the aircraft had struck. The airstrip was composed of a yellow road base type material and towards the

end, where it had not experienced much use, it was covered in small stones about 1/8" in diameter. In these stones I could clearly see the main wheel tracks of the Cessna. Further along these were joined by the tail wheel track, just before the main wheel tracks ceased. The tail wheel track continued for about twenty yards after the main wheel tracks ceased. Hell, I thought, this guy really lugged that plane off the ground!

Looking toward the scrub at the end of the strip I noted a neat rounded valley cut through it with a small shattered sapling on the left side. This was obviously what had caused the damage to the tailplane tip. The ADF sense aerial was not to be seen and I had no intention of wandering into the scrub to find it for fear of treading on an unexploded projectile of some sort!

Returning to the aircraft, I quizzed the pilot as to just what had happened because I was starting to have very grave doubts about putting my name in the Travelling Log to certify this aircraft as flyable. It appeared that the pilot was acting as a Forward Air Controller during a live firing exercise when the officer in charge of the exercise was not satisfied with the degree of correction being given by the pilot. He requested the pilot to land on the adjacent strip and climbed aboard the aircraft to see for himself, whether the pilot was giving incorrect instructions or whether his gunners were ignoring the instructions given. Anyhow, it was a hot day, there was no wind and the officer was apparently quite weighty, all of which added up to a very close call for both of them.

ADF Aircraft Serial Numbers - RAAF A98 Cessna 180A - A98-338

- Pre-delivery was N5038E. Delivered 15/04/59.
- To 2AD 21104/59. To Base Sqn Canberra 12/05/59.
- To 16AOP Flight. Had an 'Incident' in the circuit area at Canberra, 03/12/59. Pilot: SQN/LDR H K McLoughlin. To 16 ALA Sqn 02/12/60.
- To de Havilland 12/04/61 for survey submission and repair.
- To 16ALA Sqn 05/06/62.
- To Dehavilland 12/07/62. To 16ALA Sqn
- 24/08/62. Crashed and destroyed at Purga near Amberley, Qld on 15/03/63 after hitting power lines and crashing in a field. Pilot: Lt G Lilley
- 13998 was slightly injured. Struck off 11/04/63.

I then decided to check the tracking of the propeller blades. This was accomplished by standing a toolbox on end and measuring to the back face of each blade as we rotated the propeller. It was 1/2inch out of track so I had no hesitation in declaring the aircraft, "Unserviceable, subject to shock load check of engine and propeller". The pilot was not amused! He would have to explain to his commanding officer why he had an unserviceable aircraft in the middle of a firing range that was, in all probability, holding up a major live firing exercise until it was removed.

We packed up and returned to Bankstown and a week later A98-338 followed on the back of a truck. Once in the hangar, we wasted no time in removing the engine and propeller and sending them off to be shock load checked. We also decided to replace the repaired tailplane tip with a new item.

It was while doing this that we noticed that the tip of the tailplane could be moved fore and aft about an inch. We removed the tailplane and were horrified to find a bracket holding the lower end of one of the trim screw jacks was broken and the other one was cracked. We re-built A98-338 and returned it to the Army. I never saw the aircraft again' mainly because the Cessnas were replaced by Pilatus Porters.

I succumbed to the inducement of more money and accepted a position in the Planning Office. You've guessed it, they gave men the Sioux Helicopters and Pilatus Porter work to do! I just could not seem to get away from Army aircraft!

Jet Talk

Skymaster T-33

with James Ellingford



The day finally came when the much anticipated Skymaster T-33 arrived. As usual the folks at Skymaster packaged the product very well and as such, it arrived without a scratch, dent or any other nasty that can occur during the transit process. In anticipation of its arrival I had ordered all the parts required for the build in advance. I had chosen the new Jets Munt Merlin 160 with internal kerosene start to provide the necessary power for the jet. I have always liked the Merlin turbine as it has never let me down and Gaspar and the team at Jets Munt in Spain have always provided great service and quick turnaround on orders.

With all onboard equipment mounted and wings fitted the day of the maiden flight couldn't come soon enough. The maiden flight, as it happened, turned out to be a beautiful sunny Sydney day with just a small cross wind to contend with. Final checks complete and we were ready to go. The usual crowd had gathered at the field (CKSMAC) to witness the maiden as is tradition at our club and two members were armed with video and still cameras to capture, the good, the bad and the ugly.

One thing I am always concerned with when flying a new jet is its landing characteristics and as I was the first T-33 customer worldwide to have the jet ready there were few options on where to get advice re the jets handling.

It was now time to go and as with previous turbine starts during the check process the Merlin 160 fired up perfectly. The new kerosene start option is an absolute joy as it not only removes two variables from the start process, being gas and glow but it manages the entire process quietly and confidently. Taxiing this massive jet (length: 93.5" (2375mm), wingspan: 105.5' (2680mm) w/Tip Tanks) required a lot more power than I was used to. I suppose I shouldn't have been surprised as its dry weight was 46lbs, add 4ltrs of fuel and that's one heavy bird. Sitting on the centre line of our grass runway all that was left to do was check flaps were set for takeoff and apply full power.



As the T-33 started to roll it was evident that the large undercarriage would ensure good authority and directional handling whilst on the ground but what was early on was that due to the narrow main undercarriage steering was going to require a lot more attention than usual. As the Merlin wound up and delivered more and more power the T-33 looked like a jet that was ready for the sky. A little up elevator and away it soared. Within seconds I could feel that this aircraft was going to do as it was told and while the next few minutes of the first flight were consumed with trimming the aircraft, in the main the T-33 behaved well.

Two and half minutes into the first flight it was now time to get it slow and dirty. With all my maiden flights the single most important part of the first few flights are consumed with low speed work. Getting a feel for how the aircraft handles at low speed is imperative to keeping a model long term. I must say that I was amazed and surprised at just how quickly the T-33 lost speed. With half flaps deployed and landing gear out the aircraft slowed rapidly enough for me to question, if in fact, we really needed to engage full flap and the under fuselage speed brakes which at this stage were nicely tucked away. Deciding to press on I engaged full flap and deployed the speed brakes. With a simply flick of a switch most of the airspeed washed off and within a fraction of a second I was on the throttle asking the Merlin to deliver more and more power to keep enough airspeed over the control surfaces to enable some authority.

The T-33 in the air looked amazing and the words "scale like" simply does not do it justice. With the Sydney sun twinkling on the Thunderbirds' colour scheme and the large tip tanks glistening against the giant blue sky it was clear that this jet was an extraordinary model that would take a lot to beat.

At six minutes my trusty timer beckoned me homeward and as such, I did what anyone would do and took a deep breath, a slight side step and prepared for the moment of truth. Turning off downwind onto base leg I slowly started to reduce power being very careful not to let too much go in the turn. Turning onto final it was clear that the power set, approximately $\frac{3}{4}$ throttle, at this stage was about right. Lining up was another matter as that bit of crosswind had turned into something more and while cognizant of this fact the T-33's overall weight made the crosswind almost irrelevant. Coming into land I slowly pulled the throttle back and the T-33 responded accordingly, losing altitude while maintaining its angle of attack and descent rate. Two feet off the ground the throttle came off at which stage the T-33 gently touched down and came to a stop.

With the first flight was over it was time for a packet of cigarettes (stopping soon), the usual post flight banter and time to allow my blood

pressure to resemble a more usual state. That said, a few things to note with this model are: I did get a sense that I was going to drop a wing on approach if I allowed it to get any slower. My style of flying and landing is usually at the upper end of high speed, as such, if you are used to landing slow and you get a T-33 then be aware that it may indeed bite and bite hard. I think the fact that I am used to landing fast gave me enough wiggle room on the maiden flight to avoid dropping a wing. The second piece of advice is that with the narrow main gear it is imperative that you land on both wheels evenly and ensure that any rudder used to offset crosswind is set to neutral on touchdown. This will avoid any excessive pressure of the landing gear and the sideways skidding stop which generally follows. Finally, the T-33 is a magnificent jet but a jet that likes the speed being kept up to her. Getting her slow and dirty during the first few flights will be an imperative part in understanding her flying characteristics and enjoying her for the years ahead.



Overall the team at Skymaster have once again delivered an outstanding model with scale lines and detailing that make it the only choice for prospective T-33 buyers. That said this is not a jet for the novice by any stretch of the imagination.



Ghost Squadron

Tim Nolan

John Greenfield who is one of the leaders in large scale modelling in Europe and a founder of the Ghost Squadron www.ghostsquadron.co.uk. He was recently in Australia for the JR Aerotow that was held over the Easter weekend at Jerilderie.

For those that attended the event it was most interesting to hear and see John's presentation on the development of giant scale modelling. He has been involved in nearly all facets of the sport, but he has stayed building larger aircraft from traditional materials, he uses very little fibreglass and foam.

He visited Sydney for the recent Seaplane event and graciously agreed to deliver his presentation again to some interested modellers.

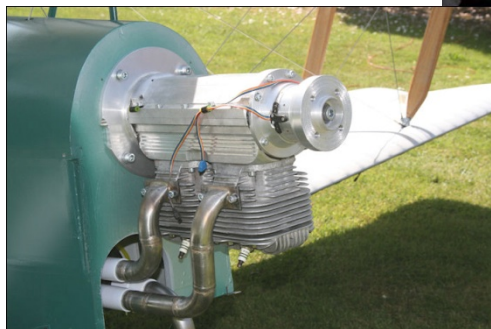
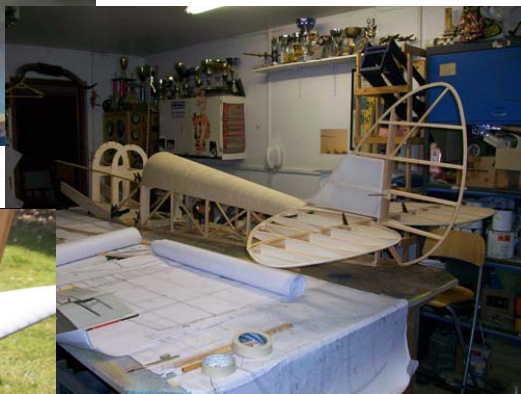
His achievements include:

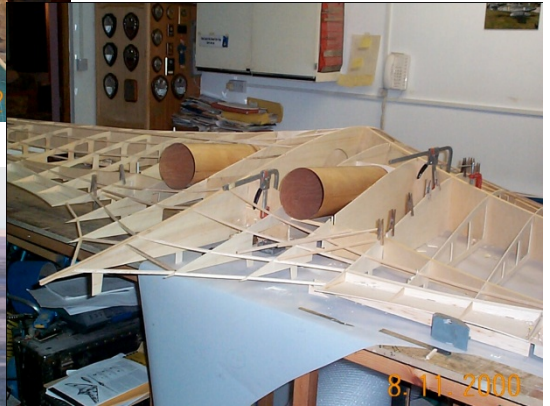
- A 21'4" Wellington bomber, built in the traditional manner with the FULL laminated wicker (geodesic) construction.
- A ½ scale Me262.
- A ½ scale Tiger Moth with his own homebuilt engine.
- The Horton IX flying wing.
- Large Stukas, Me110, and ½ scale gliders.

The photos speak for themselves and his web site is worth a look for the projects he and his team have completed and continue to tackle.









Club News and Reports

Seaplanes at the Penrith Regatta Centre

Tim Nolan

We have been hosting seaplane flying at the Penrith Regatta Centre for almost a year now - the last event was on 1 May. The venue is the former the warm up lake at the Olympic Rowing Course. Having flown off numerous international float



plane events, I believe this is the best venue available.

There are toilets and hot showers as well as a bike track to give visitors other things to do aside from watch us fly. This has been particularly handy with children. The facility has a nice restaurant where you can have a snack, great coffee or a full sit down meal overlooking the long rowing lake. There is no need to carry your model far as you

drop it off at the water's edge and the car park is only 50m away.

The last event was a glorious sunny autumn day with no wind and glass like surfaces to fly off. We had 14 pilots with a good selection of models including sport models, old timers and scale. There were also a number of electric models which work wonderfully off water as you can see from the pictures. Don and Trent Costelloe have aircraft from park-fly size up to a 1/4 scale cub on floats.

The launch and recovery area is on a pontoon and it is large enough to handle any number of launches and recoveries and a number of pilots can comfortably fly the space. A recovery boat is available in the event of a dead stick.

If this looks appealing and you are interested in getting your feet wet, drop me a line and I can help you set up your aircraft on floats.

The dates for the up-coming seaplane days are listed on www.creationsofflight.com.au.

Happy flying

Tim Nolan

Aranka Nolan's 120" span de Havilland Beaver,
3W 56 twin for power, 21kg, Spectrum Radio



Trent Costelloe's Flying Fish, span 1070mm,
 3 cell LiPo power 750g all up weight



John Greenfield and Peter Nieuwenhuizen flying two 1/4 scale
 Anderson kingfishers in a low pass.



Peter Nieuwenhuizen's 1/4 scale Anderson Kingfisher,
 OS120, 6kg, 104"span



Don Costelloe's 1/4 Super Cub, electric
 6 LiPo cells, weight 6kg (2.6m)



John Greenfield with Grahame Hutchinson
 and his 1/5 Kingfisher, 81" (2.0m) OS 72 powered, weight.



Bruce Suttons 110" Rascal ready for another flight, Saito 120FG for power



EXPRESSIONS OF INTEREST

- Do you want to secure your Model Flying site in the Sydney Basin for life?
- Are you prepared to invest to secure a permanent 7 day a week flying site?
- We are preparing a proposal to purchase a flying area that
 - cannot be built out,
 - has council approval
 - will give you priority use whenever you require
 - will have caretaker on site to monitor trespassers and access
 - will be maintained and mowed for you.

If you are interested please email to ModelField@bigpond.com to register your interest

Upcoming Events

Bananacoast Radio Control Flyers inc
are proud to host

Rally of Eagles

Warbirds Event, 2011

June 10th, 11th & 12th

Queen's Birthday Long Week-end

Come along and enjoy the Warbird experience

All aircraft to be of Warbird origin

(must be in military markings and have been trialled or flown by the military)

Open flying all week-end

No documentation required

Prizes for all categories

WWI

WWII

Post WWII

Pilots Choice

Team Scale

ARF

Electric

Best Flight

Hard Luck

Best Static

Junior

Model of the Meet

Nominations: \$20 per Pilot which includes a lunch and drink ticket

Bring as many models as you would like

Canteen facilities all week-end

Saturday Night Dinner TBA

Powered caravan sites & camping available at the field

Fixed wing, RC, Propeller powered aircraft only

Models over 7kgs require MOP permits that will be sighted

All pilots to have gold wings or be of gold wings standard

Contact Martin Cochrane,

Phone:- 02 66582364 or 0423691150.

Email:- mwc.scale@bigpond.com

Field location is 16km north of Coffs Harbour at the Coffs Harbour Clay Target Club field
on the eastern side of the highway.

Field is signposted.



NSW PYLON **RACING CLUB inc**



**Q500, F3D & F400 PYLON
RACING AT**

Shoalhaven Model Flying Club (NOWRA)

2nd-3rd July 2011

9:30 am Pilot briefing Sunday 3rd July race day

Practice Saturday 2nd July from noon

PLEASE NOTE-ENTRIES CLOSE 9:00 am SUNDAY

Please contact Jeremy Randall for confirmation.

Location: Heading south on the Princes Highway about 120km from Sydney into Nowra. After crossing the Shoalhaven River Travel 2.6km and turn right into Kalandar Street. Travel west next to the cemetery for 350m to the roundabout and turn left into Albatross Road. Travel approx 1.7km to the entrance to the Greyhound Track on the left. Follow the signs in.

Must have proof of current MAAA membership

Novices and New Racers Always Welcome

Contact: Jeremy Randle 0418390446

Or check out the Web site

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

FUEL SUPPLIED ON RACE DAY

RC AEROBATICS

23rd -24th July

Hosted by the Manning Model Aero Club (Wingham)

Come and join in the fun and excitement of aerobatic competition

The NSW Pattern Flyers are holding a two day aerobatic event at Wingham on the Mid North Coast

All first timers and sportsman are encouraged to come along and have a go. If you can loop, roll and perform a Cuban '8' you can fly the sportsman schedule.

Competition flying is the best way to improve your skills and confidence, so come on and give it a try as there is no shortage of experienced modellers to lend a hand and give advice.

You can down load the Sportsman Schedule and pre register at the NSW Pattern web site www.nswpattern.org.au

Pre registration from the above website by 20th July would be appreciated.



Gentleman start your engines.

The Cobram Air Races

Queens Birthday Weekend

June 11-12-2011



Racing starts 10.30 am Saturday

MOIRA MODEL AIRCRAFT CLUB

3639 Pye Rd Moira

6km from Cobram on the Murray Valley Hwy

On site camping.

Vice President: Bryan Harper 0409195265 bnnharper@bigpond.com.au

Google Map the field 35°56'00 S 145°42'00 E



**GOLDEN ERA
IN-LINE**
up to 100cc



GOLDEN ERA RADIAL
up to 100cc and Gee Bee Y ARF 62cc



RENO WARBIRDS
up to 62cc



NEW SCALE AERO
try your hand at
scale racing
1/4 scale ARF
20cc glo or 30cc petrol
no retracts



AT-6 TEXAN
20cc glo



Formula 1
up to 56 cc

Entry forms and rules www.rcmn.com.au
Enquiries and Mailing list racing@rcmn.com.au
Contest Director Stephen Green **0418 662 557**

Full course, two sets of lights, central startline. This is a pilots' event, run for pilots.

For Sale

Scale Planes for Sale

All built by experienced model builder from Kits (not ARF)

1. 60 size Scale -Spitfire complete with motor and Romair retracts

Asking \$ 240 or near offer



2. 60 size Scale - Focke-Wulf Fw 190 complete with motor

Asking \$ 230 or near offer



3. 120 size, 1/4 Scale Space Walker - no motor or gear, paint wants a little TLC
Asking \$160 or near offer



4. Cessna 310 - 1/4 Scale with Pods, white with red trim no motor or gear new model never flown (sorry sold)

Asking \$340



5. Scale Cessna 182 Skylane – beautiful paint and trim with new 80 four stroke motor bench run only never flown, will assembly for buyer if required

Asking \$ 370 or near offer



6. 60 size Pattern Plane - Fibre glass fuselage, Rossi 60 engine and Futaba servos.

Asking \$ 240 or near offer



Contact: Bruce Townsend Ph: (02) 9636 1008

Hanger 9 Sundowner formula 1 80"

This Sundowner has the OS 200 four stroke and turns an APC 16x13 at 7900 rpm on standard fuel. It has remote glow driver and DuBro fuel filler and Tru-Turn spinner. Comes with all servos. complete and ready to fly with your receiver and battery. Has flown 10 times and is fully trimmed out and the motor is run in. Slight dents in the leading edge of the wing caused by safety sticks used to restrain the model during starting the engine, otherwise perfect.

Very smooth; easy to fly and land.

Price \$995



Velox Revolution II



The Velox Revolution II builds to a light, strong model that is capable of 3D performance. With normal control throws it becomes a precise, yet easy to fly sport model. And, as a result of the light wing loading, easy to land. I am offering it with the recommended 26cc CRRC Pro petrol motor and Pitts style muffler. However, as the Velox is a natural for electric power I am prepared to split Velox and motor.

Specifications:

Span 1730mm

Length: 1400mm

Weight: 8.5lbs

Wing area: 960sq ins

Motor: 120 2c 140FS 26cc gas

RC: 4 channel

continued over

Note there is no aluminium u/c - I intended to fit a carbon one. . I am selling two of these, the other is finished ready to fly (see below) and this one is the ARF with engine in the box. **Price \$290**

P47 Thunderbolt



This 70 inch P47 Thunderbolt was built by a very experienced aeromodeller from the World Models ARF kit, but has not been flown. It is ready to fly with just the addition of a receiver. It is fitted with all the options including flaps and retracts. The SC 120 2c engine has been run-in on the bench. Nine servos are fitted and a sub-C battery pack is included.

Specs:

Wing span: 70"
Fuse Length: 67"
Wing area: 893sq ins
Weight: 10.7 lbs
Price \$980

Technopower 9 cylinder 66.5 cc big bore radial and free 97" Gee Bee.



This is the Greens 97" Gee Bee y racer fitted with the Technopower 66.5 cc 9 cylinder big bore radial engine. The model is complete and ready to fly,

just add your Rx and Rx battery.

The model has a custom 9 cell on-board glow driver system wired in for trouble free starting and flying.

The motor alone sells for \$2900 plus plugs, shipping and glow system. The Gee Bee sells for \$890 and is eligible for scale racing. It cost me close to \$4300 to get it in the air.

Will sell complete with all of the above for the price of the motor alone.

Price \$2900.

Contact:

Marcus Burke 0411116655

Ken Burke 0293375785

Items For Sale

- 3x RS77S JR receivers 6ch \$50 ea 1 new in box
- 1x RS70 JR receiver 6ch \$30
- 1x R600 JR receiver 6ch \$20
- 2x RS10DS JR receiver 10 ch \$80 ea
- 1x R900S JR receiver 9ch (625 crystal) \$60
- 1x PCMS JR receiver 9ch (625 crystal) \$60
- 2x HMF004 Hitec receivers 4ch \$10 ea
- 1x GR Pro 26cc petrol engine new in box \$150

All non new items are in excellent condition

Call Rod Davis - 0430 093 836

**Deadline for submissions to
Newsletter #337 (July 2011) is
Tuesday 14 June 2011**

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