

*MINIATURE* →  
***AERO SPORTS***  
NEW SOUTH WALES INC.



Shane Bartlett's F-14 Tomcat - Wangaratta Jets, April 2011.

*Photo via James Ellingford (CKSMAC)*

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## Diary Notes

**Next MAS Meeting:** Friday 8 July 2011 at 8:00pm.

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

**Following MAS Meeting:** Friday 12 August 2011 at 8:00pm.

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

Newsletter #338 (September 2011) deadline for submissions:

Tuesday 16 August 2011. Note there is no August Edition.

## Contacts

President / CFI	Bob Carpenter	<a href="mailto:president@masnsw.org">president@masnsw.org</a>	02 4577 6612
Vice President / Secretary	Tim Nolan	<a href="mailto:vicepresident@masnsw.org">vicepresident@masnsw.org</a> 74A Burdett Street, WAITARA 2077	0412 173 440
Registrar / Assistant Secretary	David Lewis	<a href="mailto:dave.lewis@internode.on.net">dave.lewis@internode.on.net</a> PO Box 7291, SOUTH PENRITH 2750	02 4736 2611 0407 705 224
Treasurer	Bob Bishop	<a href="mailto:treasurer@masnsw.org">treasurer@masnsw.org</a>	02 9533 2603
Editor / Webmaster	Rob Masters	<a href="mailto:newsletter@masnsw.org">newsletter@masnsw.org</a> PO Box 7291, SOUTH PENRITH 2750	0418 160 295
Public Relations Officer / State Field	Steve Norrie	<a href="mailto:publicrelations@masnsw.org">publicrelations@masnsw.org</a>	0418 874 740
Education Officer	Mike Close	<a href="mailto:educationofficer@masnsw.org">educationofficer@masnsw.org</a>	02 9872 6469
Deputy CFI North	Martin Cochrane	<a href="mailto:mwc.scale@bigpond.com">mwc.scale@bigpond.com</a>	02 6658 2364
Deputy CFI South	George Atkinson	<a href="mailto:dcfis@exemail.com.au">dcfis@exemail.com.au</a>	0419 972118
CASA Liaison	Daniel deVries	<a href="mailto:casaliaison@masnsw.org">casaliaison@masnsw.org</a>	0403 973 160

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## From the Editor



Well, I've received so much positive feedback about the new look newsletter that it looks like I'm definitely on to a good thing. To all those who have called and emailed me, my thanks.

Well, what have we got for you this month? On page 5 Robert Budniak (Sunset Soaring Club) tells us his story regarding issues he was having with his eyesight and poses the question as to whether your sight is as good as it used to be.

The MAAA Conference was held in Canberra over the weekend of 22-23 May and Bob Carpenter (Pres), Tim Nolan (Vice Pres) and Bob Bishop (Treas) attended representing MASNSW. Their reports were read out at the May 10 Business Meeting and are included in the Minutes (starting on page 6).

Also during the meeting, Bob Young was belatedly awarded his Instructor's Wings - Bob had never been awarded these despite being the first person to be appointed as the State's Chief Flying Instructor.

The MAAA Newsletter (02/2011) is included starting on page 18 - be sure to check out the changes to a number of MOPs as well as info on the conference and upcoming World Championship Events.

Next, Bob Carpenter (HMAS) provides a little light relief with "Aussie Flight Check".

James Ellingford continues talking jets on page 24, this month looking at what it could cost to get into jet flying and looks at the possibility of making it more affordable by looking at the second-hand market. I think he's successfully scared me away. I'd be expecting a full sized

aircraft for that sort of money - I guess most of us won't get past the drooling stage.

On page 27 Michael Garside (WRCS/GCMAC) talks about flying combat with cheap and quick to build SPAD (Simple Plastic Aircraft Design) aircraft. These aircraft are built from Corflute plastic which is the same stuff that is used for real estate signs. Looks like a lot of fun but I reckon with my reactions I'd have no hope. There's a lot of information in the article and I'm sure that Michael would only be too happy to assist anyone that may be interested.

Joseph Frost joins us again on page 29 with his Wren turbine powered "foamy" - sounds like a contradiction in terms; a blowtorch mounted to a block of foam. In this case apparently it was a screaming success and the delta configuration which he has perfected over a number of successively more powerful EDF versions maiden almost perfectly and was signed off by the turbine inspector - is this a world first?

Finally, I needed one more page (the printer requires multiples of four pages) so I've included an article on "Windy Weather Planes" by Clay Ramskill. Clay has sadly now passed away but was a well published author and R/C magazine contributor. He previously ran a website aimed specifically at R/C Newsletter Editors and whilst that site no longer exists, his work can be found all over the web via Google.

Finally, as advised last month, there will be no Newsletter published in August - I get a month off while Dave gets stuck into the re-registration process. Hopefully I can use the time to help him out.

Well, that's about it for now - see you in September,

Happy flying, Rob M

# Get Your Eyes Tested, No, REALLY Tested

Robert Budniak

One's eyes are one of life's gifts. We take them for granted till our vision is too impaired, and then it may be too late to do something to correct the problem. In our sport, as in many other sports, we need our eyes to guide our planes, even in Free Flight and Control Line.

However, I don't believe that we do enough to care for our sight. This is my story, telling how I found out I had eye problems. It's a story that I would like others to hear and to act upon.

Let me tell you that I'm in my early fifties. Some would say that's old. Some would say that's young. I have had corrected vision (myopia) since 12 years of age, and suffer a small amount of reading vision impairment; to the extent that I wear multifocal glasses. I get an eye sight test every few years. My health is pretty good. No major illnesses. I don't take any medications. I'm a healthy middle aged man.

A few months ago I noticed some floaters in my left eye. These were more than the usual ones that I have, and they appeared suddenly. I made an appointment with my Optometrist. My prescription (4 years old) was still good. He did a pretty thorough examination of my eyes. He took some photos and did some tests, but he could not find anything wrong so he made an appointment for me with an Ophthalmologist. Two days later I was at the Ophthalmologist.

An Ophthalmologist for those who don't know, is a medical doctor who specialises in eyes. An Optometrist is one who corrects your vision, and is not a medical doctor.

The Ophthalmologist did a very detailed examination of my eyes. The first problem she found was that I had a retinal tear. That explained the sudden appearance of floaters in the eye. So she sent me that day to have laser surgery on the left eye. A retinal tear needs to be fixed quickly, or else it leads to more serious problems later (like loss of vision).

So the first point of this article is to say, if there are any sudden changes to your vision, get your eyes checked out immediately. As I said, the retinal tear, if not fixed quickly could have led to vision loss.

The second thing the Ophthalmologist noticed was that I had cataracts in both eyes, worse in the left. Up until now I had always considered that I had good corrected vision. I didn't really notice any impairment to my vision. Sure I found it hard to read print in low light; sure the lights of oncoming cars dazzled me; sure I sometimes lost orientation of my plane. But didn't everybody suffer this as they got older? The answer is no.

Once I was diagnosed with cataracts, I did some research, and this is some of what I found out. By the time a person reaches 90, they will have developed cataracts. The disease can start in people as young as 40 and it's just a part of growing older. The visual problems that I considered to be a part of normal life were in fact caused by the cataracts. But I had normal vision and lived an unimpaired life. Once I started to do the research, I realised that many of the problems I was having were a direct result of my cataracts.

The biggest issues that I recognised were that even though I wore sunglasses, and good quality ones, the sun was always glary. When flying, I couldn't see my planes through the centre of my eye and I was always rolling my eyes to find a spot where I could see my planes. Because one eye was more affected than the other, my distance judgment was poor when flying. But in everyday life my distance judgment was good. I sometimes (too often maybe) lost orientation of my planes.

In most people, cataracts are diagnosed only when they reach a point where people's vision is severely impaired in everyday life.

How many of you have undiagnosed cataracts? If I had not had a retinal tear and had to visit an Ophthalmologist, I would not be the wiser today.

As I said, I had considered my vision normal for a bloke my age. Why not get a check up soon and find out whether you have undiagnosed cataracts?

I'm going to have my cataracts removed shortly and I expect that my enjoyment of flying will improve immensely.

# Business Meeting Minutes

## Miniature Aero Sports NSW Inc

Business Meeting  
Workers Parramatta  
10th of June 2011

**Meeting Opened:** 8.05pm

**Attendance:** R Masters (WPMAC), D Lacey (SSME), M Stone (HSL), S Norrie (Appin), B Thrift (CVRCMC), C Ashley (CAA), K Barnes (PRCAC), D Lewis (WPMAC), B Bishop (CMAC), T Nolan (ROW), B Carpenter (HMAS)

**Visitors:** P Johnston (PRCAC), K Vella (PRACA), G Hoy (CMAC), R Young (CMAC), P Chadd, E Ashley (CVRCMC)

**Apologies:** M Close, B Ballwin, D DeVries

**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:** CVRCMC **Seconded:** WPMAC **Carried**

**Business Arising:**

**Correspondence:**

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

**Correspondence In From MAAA:**

M1.1	MAAA	Inquiry re flying club locations.
M1.2	MAAA	Newsletter -02/2011
M1.3	MAAA	No pensioner recognition
M1.3	MAAA	2011-12 Letter of Insurance
M1.4	MAAA	April Executive minutes
** M1.5	MAAA	UAV –AMA MOP
M1.6	MAAA	Hard Copies of MOP updates

From other than MAAA :

* C 2.1	Cronulla MAC	Adjoining Club within 4klms
C 2.2	Quiet flight	AMA draft MOP response
C 2.3	Appin	AMA draft MOP response
C 2.4	WRCS	AMA draft MOP response
C 2.5	Greg Elliot	Membership enquiry
C 2.6	PRAC	AMA draft MOP response
C 2.7	Sunset Soaring	Instructors Course

**C 2.8 Received completed Large Model Permits to fly forms from the following:**

P Phimmachanh	67111	CMAC
B Porter	72885	Rebels
T Vella	21968	WRCS
R Bowles	12813	BRCF
J Russ	47923	COMSOA
J Frost	54137	BRCF
L Plaatjes	64236	WPMC
M Minty	19932	WRCS
T Nolan	24307	ROW
C Stats	57191	HMAS
W Norwood	73717	COMSOA

**Late Permits:**

R Smith	46017	LAC
S Greeves	47526	HMAS

**C 2.9 Received Cancelled Large Model Permits to fly forms from the following:**

**C 2.11 Received Completed Turbine Powered Model Permits to fly forms from the following:**

**C 2.12 Received Cancelled Turbine Powered Model Permits to fly forms from the following:**

**C 2.13 Newsletters Received:**

Bega District, Feral Flyers

**Late Correspondence:**

C 2.14 J Rolfe, CVRCMC 2013 Nationals, scale proposal

**Correspondence Out:**

**To MAAA:** M 3.1 MAS NSW nomination for Glider Sub committee

**To other than MAAA:**

Nil

**Business Arising from Correspondence:**

Items M 1.5 and C 2.1 moved to General business for discussion.

**Moved:** ASAC      **Seconded:** PRCAC      **Carried**

**Reports:**

**Treasurer:** Bob Bishop

**Business Arising from the Treasurers Report:**

From CVRMC re the increased Treasurer's expenses, advised by the president they were for his attendance at the MAAA National Conference in Canberra. His attendance was approved at the last meeting.

**Moved:** SSME      **Seconded :** PRCAC      **Carried**

**Other Reports:**

**President: Bob Carpenter**

The MAS executive attended the MAAA Annual Council Conference over the weekend of 20-22 May in Canberra. The Friday evening was taken up with a dinner where we discussed the various topics with representatives from QLD, SA, and WA. These discussions are an integral component of the Conference as it allows your representatives to talk face to face with other states representatives, find out their reasons for the items being put forward for voting and also to bring us up to date with areas of concern and the developments in other states.

The conference formally started on the Saturday morning and we only had breaks for morning tea, lunch and afternoon tea. These were all at the conference rooms. We left the Hotel on Sunday afternoon after a very full two and a half days.

The main items discussed were:

- The item put forward by South Australia to rewrite the complete Flight Instructor course. Following discussion this has been handed to the Flight Training Sub Committee who will be holding a weekend later in the year where all CFI's from all states will get together and sort out all the flight training, manuals and procedures in an attempt to have a common method throughout Australia.
- The Council has decided that from this point forward there will no longer be a Pensioner Category for membership fees. Please note that at MAAA level the fees for Pensioners and seniors have been the same for some years. This will be taken into account by the MAS Executive when reviewing fees next year.
- There will be an addition to the MOP 28 that covers disciplining of affiliate members (the individual members) and this will provide a method that can be used for those times when our members act outside of the rules and procedures.
- The clubs will have seen a draft MOP circulated on the use of models for autonomous flight. This was provided to the conference and it was decided that we should obtain feedback from our members that are involved in this area before we ratify the MOP.
- The combined NSW associations have accepted the running of the Nationals in 2013 and this will involve long term planning, about which you will start to see information from now on.
- On a sad note, we were advised of the passing of Bob Davidson and I attended the Celebration of His Life on behalf of the association.



**Vice President: Tim Nolan**

We have started to circulate items that impact on the club such as the recent MOP for Autonomous Model Aircraft for comment. The Executive is looking for feedback from members as to whether they are interested in this type of communication / consultation and opportunity to comment to MAA on matters that impact on us all.

The Nationals as discussed will be hosted in NSW in 2013. This will be the 75th Nationals and in the Radio control disciplines it is being handed to the various special interest groups to advise the date, location and format that they want to use to conduct their various events.

To date the Executive have not heard from any other special interest groups as to the plans for hosting their particular discipline at the 2013 Nationals. Gentlemen it is time to start planning as towards the end of the year we will be required to supply to MAAA a comprehensive outline as to the events and pro forma that MAS NSW will be hosting/managing the 75th MAAA Nationals.

The following article has appeared in the Free Flight Society's Newsletter and was read to the meeting to address some rumours about the position of Free Flight affiliation and MAS NSW affiliation.

***"Membership of MAAA Inc. through the NSWFFS for RC Flyers***

*NSW is unique in that there are three separate bodies that represent the various disciplines*

*RC ( Miniature Aero Sports Inc)*

*CL ( Control Line Aircraft Society Inc)*

*FF ( NSW Free Flight Society Inc).*

*All other Ordinary members of the MAAA Inc are represented by a single State or Territory body which is responsible for all model flying activities in that State or Territory.*

*There is no restriction on the selection of a registering body, however the options available through each of the three NSW organizations are targeted to the needs and interests of their separate discipline.*

*Insurance cover is the same for all affiliate members of the MAAA, regardless of what state organization they are registered through.*

*Over the last several years many RC flyers in NSW have chosen (for various reasons) to become affiliate members of the MAAA Inc by registering through the NSW Free Flight Society. Whilst we welcome you as members we feel it is incumbent on us to advise you of the services we do not provide.*

*Qualification for instructor training is not available through NSWFFS. This service is provided to MAS members as part of their membership. To be a registered MAS club there needs to be at least three members registered and to have a vote at the AGM there must be at least 9 registered MAS members.*

*Affiliation through NSW FFS Inc does not cover entry into MAS sponsored events and functions or onto MAS owned property.*

*In theory any club could be registered with both MAS and NSWFFS, however if your members require services directed at RC then you would be best served by registering through MAS which is the RC body in NSW.*

*The new Executive team at MAS, Bob Carpenter, President and Tim Nolan, Vice President can be contacted about the services MAS can offer to MAS members. Contact: [www.masnsw.org](http://www.masnsw.org) "*

**Assistant Secretary/ Registrar: Dave Lewis**

Renewal notices sent to Clubs (the fun begins)

Narrabri reports closing due to lack of members but field becoming a second field for Gunnedah.

Emailed to Club Secretaries / Contacts:

- Fee Structure for 2011 - 2012
- The passing of Bob Davison
- Seeking feedback on MAAA UAV Guidelines proposal

Current Year		New to System	Last Year
Seniors	1739	241	1706
Pensioners	496	39	447
Juniors	110	35	115
No. of Clubs	97	3	91
<b>Total Membership</b>	<b>2345</b>	<b>312</b>	<b>2268</b>

**Newsletter Editor: Rob Masters**

Nothing momentous to report. The June Newsletter went out in the new format and I would like to thank all those who have called and emailed to date advising how much they like it. So far there have been no adverse comments at all.

With registration for the New Year coming up, I would like to encourage all members and Club Registrars to review their contact details, both email and residential addresses – please no “same as last year” returns. After getting the email address bounces back to around only 10 out of roughly 2,000, they are now starting to creep up again as people change ISPs and forget to advise the MASNSW Registrar through their Club Secretary. I’m also getting a number of returns with “mailbox full” messages so please remember to clear your deleted items every so often.

And remember, I’m still on the lookout for good material to publish – can never have too much so please keep it coming. Ill include anything relevant to the sport (as long as its suitable for family consumption). Again, thanks to all for your encouragement and I look forward to the next 12 months.]

**CASA Liaison: Daniel deVries**

Nil to report

**Chief Flying Instructor: Bob Carpenter**

The next Instructors course/workshop is being planned for the weekend of the 20/21 August at Hawkesbury. I will be contacting directly the nominees that I now have. If you wish to have new instructors attend, current instructors sit in, or even club administrators observe please contact me for further information.

As noted in the Presidents report the MAAA Flight Instructor sub-committee will be meeting later in the year to work out the progress of the wings system, the flight instructor course and all items that come under those areas. We feel that this is very positive step to ensure that the systems we have in place actually provide what our members want.

On the subject of Gold Wings I would like to advise all our members that the system is in place to provide a common standard of proficiency that is recognized throughout Australia. I am continually being asked whether you need to have Gold Wings to fly in public displays. The only requirement to hold Gold Wings in MAS NSW is as an entry qualification for the Instructors course and also as a requirement to fly a Giant Model (25-50Kg). All other areas, and this includes Public Displays, there is no requirement to actually hold Gold Wings. The requirement is to be of Gold Wings standard and the organiser signs documents that he has ensured that all pilots are of this standard. This allows that all aircraft are flown in a method that displays the required capabilities but if it is a non-aerobatic aircraft and only flies flat manoeuvres then this is completely acceptable.

Any restriction placed by clubs on their operations or contest that require Gold Wings (or even Bronze Wings) are completely under the control of the respective club or organizing body.

**PRO/State Flying Field: Steve Norrie**

As reported by Bob the Treasurer, the bin at the State Field is costing \$10 per week used or not. This I believe to be an unreasonable expense and intend to cancel this service. Those who use the field should remove any rubbish that they may generate.

The draft memorandum for the Cootamundra Aeromodeller's Association to use the Cootamundra field has been completed and after circulation only minor alterations are required, this agreement should be signed and filed by next meeting. It is intended to get the Mayor of Cootamundra to witness the signing of the document.

**Education Officer: Mike Close**

There is nothing really to report since the annual report that was presented at the AGM. However over the next few months I will be starting an overall review of the MAAA Education Scheme with the view to enhance aspects if it and bring it up to date. Whilst I know of some active Education Officers and others who have commented on the scheme over the last year, I would welcome hearing from any other volunteers who would be willing to contribute to a NSW Focus Group assisting this process. Even if you think that I have your name double checking is always safe.

**Awards:**

The president made a special presentation to Mr Bob Young of his Instructor wings which had never been issued to him despite Bob being the first person to be appointed as the States Chief Flying Instructor. Bob held this position and developed the system during its formative years.

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

Michael Rouse	71296
Allan Kerr	73784
David Churchill	57557
Brian Moorhouse	71318
Jeremy Bramston	73654
T Churchill	71550
John Susnjara	73792
Roger Cleary	73570
Lachlan Frampton	73727
Michael Farrell	73617

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

Glen Bridgland	71267	Sunset Soaring Club
Greg McGuinness	35895	Lismore MFC
Michael Simonovic	17607	SHMAC

**Moved: ASAC      Seconded: PRCAC      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:

No applications received

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

No applications received

**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 Applications:**

**Heavy Model FW 25 Inspector Applications**

Don Costelloe	17746	QFS
Richard Alder	34339	Wyong Creek MAC

**Gas Turbine Inspector Applications**

David Blood	61903	Cronulla MAC
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**MASNSW POINT SCORE COMPETITION AWARDS 2010:**

Nil received

**General Business:**

The first item of General Business is:

- 1 The next Business Meeting of MASNSW will be held at the Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta on the 8/07/2011. The meeting to commence at 8.00pm, (2000hrs), All Members, Observers, and Visitors are welcome.
- 2 **Discussion on the AMA draft policy for response to MAAA.**  
There have been a number of responses received to the draft MOP from members. These included QFS, WRCS, PRCAC, ASAC.  
The key issues raised were:
  - The differentiation between model aircraft and commercial uses.
  - The risk of incorrect way points being entered.
  - Comment was made in relation to standard of pilot, it is believed the standard should be gold wings, as in the event of the need to recover the model in an out of control situation, they would have more experience and faster reaction times.
  - Comment was also made in relation to minimum distance from roads this was felt to be over restrictive, as some fields may back on to or border roads.
  - The issues of local inspections (6.6) it really would provide little more than a cursory glance at an airframe and most of these are foam, and the size restrictions of this class already would put them into a relatively low risk profile.
  - All respondents were in strong agreement that there is and should remain a very clear distinction between AMA and FPV when the MOP is developed.

The meeting also had the benefit of comment by Mr Bob young who outlined simple safeguards which are in a number of these systems such as the return to home function being activated if the aircraft moved for than 1000m from its starting point (this is a function he uses in his commercial experience).

It was resolved that the secretary will distribute via the email system the combined response that is sent to MAAA.

**3 2013 MAAA National's the Radio Control disciplines;**

The MAS NSW Executive has received a draft outline from the scale special interest group as to the proposal and locations to host the 2013 MAAA National Championships. The dates and final location will be confirmed later this year when they commence the planning/finalisation for the 2013 Calendar.

Control Line have indicated they will be holding their events at Albury over the Christmas/New Year period. Freeflight have yet to confirm a location and timings for their events.

As the executive have indicated earlier, these Nationals will not be a single event. Rather it will be the responsibility of the various special interest groups to host their own events. This affords the maximum flexibility to these groups to hold their Nationals disciplines at a time and place that suits their own individual requirements. The Executive is waiting to hear from Old Timer, Gliders, Pattern and Pylon Racing as to what events (if any) they are willing to facilitate and manage at the 2013 MAAA National Championships.

**4 Correspondence from Cronulla Model Aircraft Club (CMAC) on the proximity of a new club.**

Cronulla club has advised of a club some 1.6klms from their current flying field. The president briefly addressed the meeting in relation to MAAA MOP 008, which deals with proximity of flying fields, and what assistance MAS NSW or even MAAA can provide to the clubs involved. He further commented that this type of issue will only increase as the pressure on land within the Sydney Basin continues to increase. It was also made clear that a representative of the new club is associated with the MAS NSW Executive, but that this application was and will be dealt with on its merits and needs to be resolved with the clubs involved, and, that his position was not in conflict with his role, nor was the MAS NSW executive supporting one club over another.

Greg Hoy from Cronulla addressed the meeting on their concerns, which included the possibility of frequencies other than 2.4, the approval that Council had given to the club, the insurance of this new club, the security and the policing of access to the new flying site. CMAC indicated its tenure at its current location after some 50 years, is also under pressure as development has been earmarked in that area.

There were questions of CMAC about membership levels, and it being closed. The new club presently has some 35 members ready to join and become affiliated with MAAA. They have sent a draft MOU to the CMAC, and this will form the basis for further discussion and negotiation

There was valuable input from Bruce Thrift and Dave Lewis on the satisfactory resolution to the Menangle Park and Camden Valley Radio Control Model Club. The importance of communication and more communication was discussed. It was also highlighted that calm rational discussion to find a satisfactory resolution to the issue was important. The services of the MAS NSW executive were offered (if required) to help facilitate discussion between the parties to find resolution.

The matter will be discussed further as it evolves between the two clubs.

**5 Questions from Sydney Society of Model Engineers about the possible implementation of electronic banking becoming available to clubs in dealing with MAS.**

The issue is currently under review as it will require a constitutional change. It was acknowledged that when the rules were done, electronic banking was not an option. Presently we are operating with a cheque account but enquiries have already begun into changes and improvements and the executive will include all of these items in its proposal to the entire membership later in the year for consideration and ratification/implementation at the AGM in May 2012.

There being no further general business the meeting closed at 10.25pm.



*Bob Young belatedly receives his Instructor Wings from MASNSW President Bob Carpenter at Workers Parramatta in June 2011. Bob was the first person to be appointed as the State's Chief Flying Instructor.*

# MASNSW 2011–2012 Events Calendar

(Compiled 14/6/2011)

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

## June 2011

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 Champs Old 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	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

9	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			
15	MASNSW Country Meeting (Note this is a Sat)	Orange	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
* 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
* 12-13	Muswellbrook Old Timer Weekend	Muswellbrook	Simon Bishop	02 6543 5170
12-13	Warialda Fun Fly (Supporting Westpac Helicopter)	Warialda	Laurie Riley	02 6729 4165
* 13	2m Thermal Glider	Shoalhaven	Ian Avery	02 4232 1093
* 26-27	Pattern (Aerobatics)	Pitt Town	Tom Collinge	0400 403 151
26-27	Sea Planes Lake Wallace	Wallerawang	Dave Brown	02 6355 7298

### 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			

### January 2012

14-15	Sea Planes Lake Wallace	Wallerawang	Dave Brown	02 6355 7298
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MODEL AERONAUTICAL  
ASSOCIATION OF AUSTRALIA INC.  
**Newsletter**  
**NO. 02/2011**

**President:** Mike Close, PO Box 146, West Pennant Hills NSW 2125  
Telephone: 02 9872 6469 Fax: 02 9871 0408

**Vice President:** Paul Winter 25 Jasmine Drive Mill Park VIC 3082  
Telephone: 03 9436 0717

**Secretary:** Kevin Dodd, 16 Illidge Rd Victoria Point QLD 4165  
Telephone: 07 3207 9067 Fax: 07 3207 8175

**Treasurer:** Brian Dowie, PO Box 5137 Cheltenham East VIC 3192

**Comp. Rules** Ross Cant, PO Box 670 Mount Lawley WA 6929

**Secretary:** Telephone: 08 9227 9131

**MAAA Internet:** [www.maaa.asn.au](http://www.maaa.asn.au)

**Manual of Procedures**

The Manual of Procedures is a “live” document and is continually being updated. Please check the MAAA web site from time to time to ensure that you are aware of the latest editions of the documents. The MAAA has recently released the following amended documents in the Manual of Procedures:

**MOP018** – Amended to clarify procedures when operating under ‘spotlight’ or ‘stadium lighting’ conditions, resulting from discussions held by the MAAA President and the AMA.

**MOP034 & MOP 043** – In 2010 Council proposed that the MAAA Executive, based on the mind map drafted by the MAAA President and with advice from other members who could assist, formulate an Emergency Procedure. As a result of this, MOP034 Emergency Procedure has been developed for distribution to State Associations only. MOP043 Emergency Policy has also been produced for publication on the MAAA Website.

**MOP066** – Guidance paragraph added alerting the user to possible interference between the technology used in FPV systems and the basic radio system controlling the model. This also resulted from discussions by the MAAA President and the AMA.

**MAAA033** – Form amended to remove a symbol which inadvertently required a radio range check prior to each flight.

**MOP058** will shortly have additional guidance. The MAAA continue to hear of problems with 2.4 GHZ installations. There is already some guidance provided, but in addition we will emphasise even more clearly the importance of the location of all the antennas. Wire receiver antenna should be placed at 90 degrees to each other as is usually recommended by the manufacturers. In addition they should be located if at all possible so that at least one antenna has a clear view towards the transmitter whatever the flight attitude and that particularly metal components, such as the engine, do not get in the way. This is particularly important when the aircraft is on landing approach as it is both low to the ground and heading towards you. This is also a critical situation for the transmitter antenna and one that can

catch those who lay their antenna flat to avoid pointing it at the model when it is up in the air. This can be disastrous whilst landing, as either the top or bottom of the antenna can easily be pointing straight at the model. The result may be no control and a crash.

#### **2011 MAAA Council Conference Elections**

The 2011 MAAA Council Conference was held in Canberra from 21-22 May with elections for Vice President and Treasurer taking place. Paul Winter was returned as MAAA Vice President and Brian Dowie was elected to the position of MAAA Treasurer following the retirement of Garry Anderson. Congratulations to both the elected members. Following the elections the Chairman, Mike Close, expressed thanks and appreciation on behalf of MAAA to Garry Anderson for his work over the years as MAAA Treasurer. Council wished Garry a happy retirement, in Garry's words, as a 'grey nomad'.

#### **MAAA Treasurer - Brian Dowie**

Brian has outlined his experience for this newsletter.

*At the last MAAA Council Conference I was elected Treasurer and have been requested to introduce myself to the Association.*

*I live in the Eastern Suburbs of Melbourne, Victoria and have been active in Model Aviation since 1988. My interests are in Old Timers and I also have an appreciation of Scale Models. My skills do not match my enthusiasm. I have been involved at Committee level with Peninsula Radio Control Society since 1993 and with the VMMA since 2001. I am also a member of Pakenham and District Aircraft Radio Control Society.*

*I am a qualified Accountant and have been self employed since 1980.*

#### **2011 - 2012 MAAA Membership Fees**

The MAAA Insurance has been put in place for the 2011/12 period through Willis Australia. While there was a small increase in the overall cost of Insurance for the next period the MAAA fees for the coming year remain the same. There is, however, one change. For many years now the MAAA Senior and Pensioner Fees have been the same. It was decided by Council that the Pensioner category would no longer exist and in future would be just Seniors. Clubs and States can continue with their own classes of members if they wish, but the MAAA membership card will show them all as Seniors.

MAAA fees are as follows: Seniors - \$60.00 and Juniors - \$30.00. State Association and Club fees are in addition to the MAAA fee.

The Letter of Confirmation for 2011/12 is available from the MAAA website [www.maaa.asn.au](http://www.maaa.asn.au) for those clubs who require it for land owners of their flying fields.

#### **MAAA Park Flyers**

Aeromodellers of Western Australia (AWA) presented a submission to the 2011 Council Conference to introduce Park Flyer membership into MAAA. This submission outlined in detail the reasoning for such a membership scheme, along with its implementation and policing, based on investigations with Local Government Councils in Perth. The key to success lies with those Local Government Councils who are willing to make some of their recreational space available for Park Flyers, and then police the activity.

The MAAA Council agreed to allow a trial introduction of Park Flyer membership in Western Australia only, to be reviewed at the 2012 MAAA Council Conference. The details are still to be finalised but it is likely to have significant weight and power restrictions and a separate insurance policy providing only minimum essential Public Liability cover.

### **CIAM 2011**

At the CIAM Plenary meeting several new classes were approved for World Championship events:

- F3N R/C Helicopter Free Style which is to be run in conjunction with F3C events.
- F3P R/C Indoor Aerobatic Models.
- F3S Aerobatic Powered Jet Models as part of F3A.
- F3R Pylon Racing Model Aircraft of Limited Technology.

### **2012 F4C Scale World Championships**

The Chairman of the Scale Subcommittee has advised that team trials for the 2012 F4C World Championships to be held in Spain. The event will be run at the Valley Radio Flyers field at Shepparton on 19 September by VFSAA. The cut off date for entries will be Friday 2 September. There will be a \$150.00 non refundable entry fee.

Contact details: Keith Schneider [kjschneider@optusnet.com.au](mailto:kjschneider@optusnet.com.au)

### **2012 F5B Electric World Championships – Romania**

The 2012 F5B Team selection trial will held at the Picton field on Oct 22-23 2011. The event will be run by Richard Solomon. Richard has requested that those who intend to fly at the trial notify him no less than 1 month before the event so he can organise any facilities that may be required (02 4683 1426). No entry fee is required.

### **2012 F1D Indoor Free Flight World Championships – Serbia**

The VFFS in conjunction with the MAAA Free Flight Subcommittee propose to run a single team selection trial for F1D in conjunction with the proposed F1D State Champs at Manningham DISC, Springvale Rd Donvale, Victoria on 19 June 2011 from 12.30 pm to 4.30 pm.

### **F3D (Pylon) 2011 World Championship Final Team Trial**

The 2011 F3D Pylon World Championships are being run in Australia from the 12 to 14 August in Bundaberg, Queensland.

This year for the first time and with very little notification from FAI, there will be a Junior World Championship for F3D. This will mean that each team competing at the World Championships will be allowed to have one Junior Pilot & caller in the team. Junior team selection trials are to be held over the 2011 Queen's Birthday weekend at the AMPRA Championships, Grafton NSW.

The Organising Committee for the 2011 F3D World Championships would like to hear from members or interested people who wish to be part of this event in the capacity of a helper. A World Class event such as this requires an enormous amount of outside assistance. Anyone able to help should contact the Secretary of the 2011 F3D Organising Committee at [secretary@F3DWC2011.com](mailto:secretary@F3DWC2011.com)

### **2012 F2 Control Line World Championships Team Trials**

Multi team trials for F2A, C and D will be held in five States from March to October 2011.

### **Remaining Events for Team Trials.**

A single team trial for F2B will be held at Whalan Reserve, Whalan, Sydney on Monday, 13 and Tuesday 14 June, 2011.

New South Wales State Championships F2D. June long weekend. Whalan Reserve.  
F2A and F2C. 1, 2 and 3 October (long weekend) at Twin Cities, Albury.

**World / Continental Championships and Trans Tasman Events Calendar**

<b>2011</b>	
<b>EVENT</b>	<b>Awarded to</b>
F3A	USA – Muncie <b>Dates:</b> 23-31 June
F3B	China – Lake Xueye, Laiwu <b>Dates:</b> 21 – 29 September
F3C	Italy - Cascina Bianca, Calcinatello <b>Dates:</b> 18 – 28 August
F3D	Australia – Bundaberg <b>Dates:</b> 12-14 August
F3K	Sweden – Arboga <b>Dates:</b> 3-10 July

<b>2012</b>	
<b>EVENT</b>	<b>Awarded to</b>
F2A, F2B, F2C, F2D	Bulgaria – Primorsko <b>Dates:</b> August/September
F3J	South Africa – Rustenburg <b>Dates:</b> 29 July – 5 August
F4C	Spain – Santa Cilia Airfield <b>Dates:</b> 3 – 12 August
F5B, F5D	Romania – Buzau <b>Dates:</b> 7 – 15 September
Space Models	Slovakia – Liptovsky Mikulas <b>Dates:</b> 31 August 9 September
F3A Asia – Oceanic	Philippines – Bacolod City <b>Dates:</b> 6 – 12 May
F3C Asia – Oceanic	Offers Invited
F1 Trans Tasman	Location TBA <b>Dates:</b> Easter

<b>2013</b>	
<b>EVENT</b>	<b>Awarded to</b>
F1 A,B & C	France – <b>Dates:</b> 3 – 10 August
F3A	South Africa – <b>Dates:</b> 15 – 25 August
F3B	Germany – <b>Dates:</b> 1 – 11 August
F3C/N	Poland – <b>Dates:</b> TBA
F3D	Netherlands – <b>Dates:</b> TBA August
F3K	Offers Invited

***Does your fail safe 'FAIL SAFE'?***

# Aussie Flight Check

Bob Carpenter

Hi Mate, I am writing to you because I need your help to get me bloody pilot's license back. You keep telling me you got all the right contacts. Well now's your chance to make something happen for me because, mate, I'm bloody desperate. But first, I'd better tell you what happened during my last flight review with the CAA Examiner. On the phone, Ron (that's the CAA d\*#(head), seemed a reasonable sort of a bloke. He politely reminded me of the need to do a flight review every two years. He even offered to drive out, have a look over my property and let me operate from my own strip. Naturally I agreed to that. Anyway, Ron turned up last Wednesday. First up, he said he was a bit surprised to see the plane on a small strip outside my homestead, because the "ALA" (Authorized Landing Area), is about a mile away. I explained that because this strip was so close to the homestead, it was more convenient than the "ALA," and despite the power lines crossing about midway down the strip, it's really not a problem to land and take-off, because at the halfway point down the strip you're usually still on the ground. For some reason Ron, seemed nervous. So, although I had done the pre-flight inspection only four days earlier, I decided to do it all over again. Because the prick was watching me carefully, I walked around the plane three times instead of my usual two. My effort was rewarded because the colour finally returned to Ron's cheeks. In fact, they went a bright red. In view of Ron's obviously better mood, I told him I was going to combine the test flight with some farm work, as I had to deliver three "poddy calves" from the home paddock to the main herd. After a bit of a chase I finally caught the calves and threw them into the back of the ol' Cessna 172. We climbed aboard but Ron, started getting onto me about weight and balance calculations and all that crap. Of course I knew that sort of thing was a waste of time because calves, like to move around a bit particularly when they see themselves 500-feet off the ground! So, it's bloody pointless trying to secure them as you know. However, I did tell Ron that he shouldn't worry as I always keep the trim wheel set on neutral to ensure we remain pretty stable at all stages throughout the flight. Anyway, I started the engine and cleverly minimized the warm-up time by tramping hard on the brakes and gunning her to 2,500 RPM. I then discovered that Ron has very acute hearing, even though he was wearing a bloody headset. Through all that noise he detected a metallic rattle and

demanded I account for it. Actually it began about a month ago and was caused by a screwdriver that fell down a hole in the floor and lodged in the fuel selector mechanism. The selector can't be moved now, but it doesn't matter because it's jammed on "All tanks," so I suppose that's Okay. However, as Ron was obviously a nit-picker, I blamed the noise on vibration from a stainless steel thermos flask which I keep in a beaut little possie between the windshield and the magnetic compass. My explanation seemed to relax Ron, because he slumped back in the seat and kept looking up at the cockpit roof. I released the brakes to taxi out, but unfortunately the plane gave a leap and spun to the right. "Hell!" I thought, "not the starboard wheel chock again." The bump jolted Ron back to full alertness. He looked around just in time to see a rock thrown by the prop-wash disappear completely through the windscreen of his brand new Commodore. "Now I'm really in trouble," I thought. While Ron was busy ranting about his car, I ignored his requirement that we taxi to the "ALA," and instead took off under the power lines. Ron didn't say a word, at least not until the engine started coughing right at the lift off point, and then he bloody screamed his head off. "Oh God! Oh God! Oh God!" "Now take it easy Ron," I told him firmly. "That often happens on take-off and there is a good reason for it." I explained patiently that I usually run the plane on standard MOGAS, but one day I accidentally put in a gallon or two of kerosene. To compensate for the low octane of the kerosene, I siphoned in a few gallons of super MOGAS and shook the wings up and down a few times to mix it up. Since then, the engine has been coughing a bit but in general it works just fine, if you know how to coax it properly. Anyway, at this stage Ron seemed to lose all interest in my test flight. He pulled out some rosary beads, closed his eyes and became lost in prayer (I didn't think anyone was a Catholic these days). I selected some nice music on the HF radio to help him relax. Meanwhile, I climbed to my normal cruising altitude of 10,500-feet. I don't normally put in a flight plan or get the weather because, as you know getting FAX access out here is a friggin' joke and the weather is always "8/8 blue" anyway. But since I had that near miss with a Saab 340, I might have to change me thinking on that. Anyhow, on levelling out, I noticed some wild camels heading into my improved pasture. I hate bloody camels, and always carry a loaded 303, clipped inside the door of

the Cessna just in case I see any of the bastards. We were too high to hit them, but as a matter of principle, I decided to have a go through the open window. Mate, when I pulled the bloody rifle out, the effect on Ron, was friggin' electric. As I fired the first shot his neck lengthened by about six inches and his eyes bulged like a rabbit with myxo. He really looked as if he had been jabbed with an electric cattle prod on full power. In fact, Ron's reaction was so distracting that I lost concentration for a second and the next shot went straight through the port tyre. Ron was a bit upset about the shooting (probably one of those pinko animal lovers I guess) so I decided not to tell him about our little problem with the tyre. Shortly afterwards I located the main herd and decided to do my fighter pilot trick. Ron had gone back to praying when, in one smooth sequence, I pulled on full flaps, cut the power and started a sideslip from 10,500-feet down to 500-feet at 130, knots indicated (the last time I looked anyway) and the little needle rushed up to the red area on me ASI. What a buzz, mate! About half way through the descent I looked back in the cabin to see the calves gracefully suspended in mid air and mooing like crazy. I was going to comment to Ron on this unusual sight, but he looked a bit green and had rolled himself into the foetal position and was screamin' his freakin' head off. Mate, talk about being in a bloody zoo. You should've been there, it was so bloody funny! At about 500-feet I levelled out, but for some reason we kept sinking. When we reached 50-feet, I applied full power but nothin' happened. No noise no nothin'. Then, luckily, I heard me instructor's voice in me head saying "carb heat, carb heat." So I pulled carb heat on and that helped quite a lot, with the engine finally regaining full power. Whew, that was really close, let me tell you! Then mate, you'll never guess what happened next! As luck would have it, at that height we flew into a massive dust cloud caused by the cattle and suddenly went I.F. bloody R, mate. BJ, you would have been really proud of me as I didn't panic once, not once, but I did make a mental note to consider an instrument rating as soon as me gyro is repaired (something I've been meaning to do for a while (now). Suddenly Ron's elongated neck and bulging eyes reappeared. His Mouth opened wide, very wide, but no sound emerged. "Take it easy," I told him, "we'll be out of this in a minute." Sure enough, about a minute later we emerged, still straight and level and still at 50-feet. Admittedly I was surprised to notice that we were upside down, and I kept thinking to myself, "I hope Ron didn't notice that I had forgotten to set the QNH when we were

taxiing." This minor tribulation forced me to fly to a nearby valley in which I had to do a half roll to get upright again. By now the main herd had divided into two groups leaving a narrow strip between them. "Ah!" I thought, "there's an omen. We'll land right there." Knowing that the tyre problem demanded a slow approach, I flew a couple of steep turns with full flap. Soon the stall warning horn was blaring so loud in me ear that I cut its circuit breaker to shut it up, but by then I knew we were slow enough anyway. I turned steeply onto a 75-foot final and put her down with a real thud. Strangely enough, I had always thought you could only ground loop in a tail dragger but, as usual, I was proved wrong again! Halfway through our third loop, Ron at last recovered his sense of humour. Talk about laugh. I've never seen the likes of it. He couldn't stop. We finally rolled to a halt and I released the calves, who bolted out of the aircraft like there was no tomorrow. I then began picking clumps of dry grass. Between gut wrenching fits of laughter, Ron asked what I was doing. I explained that we had to stuff the port tyre with grass so we could fly back to the homestead. It was then that Ron, really lost the plot and started running away from the aircraft. Can you believe it? The last time I saw him he was off into the distance, arms flailing in the air and still shrieking with laughter. I later heard that he had been confined to a psychiatric institution - poor bugger! Anyhow mate, that's enough about Ron. The problem is I got this letter from CASA withdrawing, as they put it, my privileges to fly; until I have undergone a complete pilot training course again and undertaken another flight proficiency test. Now I admit that I made a mistake in taxiing over the wheel chock and not setting the QNH using strip elevation, but I can't see what else I did that was a so bloody bad that they have to withdraw me flamin' license. Can you?

Ralph H. Bell Mud Creek Plantation

# Jet Talk

with James Ellingford

## So You Want to Fly a Jet?

I am often asked by fellow flying enthusiasts how much does it cost to get into a jet and my response is always the same. That is, it all

parts required and costs involved to put an F-16 into the air.



*Tomahawk F-16, 3.6mtr wingspan - Used 20,000 Euro.*

depends on what you want to fly! A super scale F-16 or BAe Hawk can cost north of \$20,000 but a brand new Falcon 120 can be in the air for around \$4,000.

The models available to today's jet fliers are simply incredible. From the 1:6 scale F-16 from Skymaster to the perfectly balanced constant speed Tomahawk Futura there is a jet for every taste and just about every budget depending on what you want to fly and how deep your pockets are.



*Skymaster Tomahawk BAe Hawk \$13,500*

For example, the Skymaster F-16 kit comes in at around US\$2,695. Now that's a pretty good price and considering the strength of the Aussie dollar one may be rushing out the door to go and buy one but before you do, let's discuss the other



*F16 Taking Off*

You can't have a jet without landing gear and landing gear for the F-16 comes in at a list price of \$2,295. Then there is the air tanks, Kevlar fuel tanks, tailpipe for the exhaust, cockpit detailing, the all-important ordnance set, speed brakes and drag chute system which all goes to take the initial price of a very respectable US\$2,695 to a maybe not so respectable US\$7,155. Now even at US\$7,155 what you get is a truly amazing product that will end up being a superb scale F-16 that will drop jaws, but unfortunately this is not where the costs end.

Having decided to go ahead with your purchase you will then be up for an assortment of batteries, high performance servos, some sort of power regulator like the Powerbox Royal, air valves, wiring, assorted connectors and tubing and on and on it goes. This process will generally add another \$4,000 - \$5,000 to the price taking our US\$7,155 to around \$12,000. Now when you start talking these sorts of numbers you had better be pretty sure that jets are something you want to get involved with. As a jet flyer myself I can vouch for the fact that there is nothing like it and the thrill gained from flying jets is a thrill that is not easily replicated in other forms of the hobby (in my opinion). That being said, the costs continue so if you are secretly starting to justify



the \$12,000 price tag to yourself already, hold on as there is more.



*Skymaster BAE Hawk Base kit price US\$2,695*

All jets need a power plant to drive the required forward motion to gain flight and this power comes via the all-important turbine. The turbine for an F-16 will come in anywhere between \$3,000 and \$5,000 depending on the brand you choose. In Australia there are three main turbine brands, these being Jet Cat, Jets Munt and a relatively new entrant, KingTech. Each brand has its pros and cons and each brand has its supporters and detractors. I for one will not venture into any debate here other than to say I have experienced all three brands and for me they all worked well.

Continuing with our theme of how much does it all cost, well we are now getting into the region of \$16,000 to have our dreams realised. Now while I realise this sounds like an awful lot I would just say that it is not so far off owning a few large aerobatic petrol models in real terms. So, if viewed with that in mind it may make this all a little more palatable.

\$16,000 spent and the kit is not even built. For most, assembly is something they can manage and enjoy themselves but please note that you will be looking at investing a huge amount of time to build one of these kits and as some of us, are time poor, perhaps another option is to outsource the building process to a professional. If the latter is more appealing then the build cost could be anywhere from a few thousand dollars to five thousand dollars depending on the work required. So in short the US\$2,695 F-16 jet is now close to \$20,000 if you choose to have it professionally built.

But wait there is more! With all jets you need a fuelling system, air compressor and assorted bits and bobs which generally runs in at another \$500 dollars or so. Some of you may be thinking that \$20,000 is an outrageous amount of money to spend on an aircraft but it is favourable compared to many of the jets on the market today with, for example, the base kit of the Tomahawk Futura running in at \$11,500. Mind you that includes the undercarriage and Kevlar tanks but by the time you add everything else you are still going to be well north of \$20,000.

So if \$20,000 is too much then don't despair as there are other options available to you and that is the second hand market. A little like driving a new car out of the yard, jets depreciate at an astonishingly similar rate. In fact, if the truth be told they depreciate much faster. The fact is that in Australia there are not many folks out there flying jets and, as such, this makes selling second-hand jets somewhat of a challenge and, as I was taught in economics 101 about the supply and demand curve, I can assure you that when demand is not there, that price has only one way to go and that is down. This is bad news for all of us with jets but great news if you are considering entering this sector of the hobby.



*F16 with Bob Violet - USA*

So, second hand jets may in fact be a solution to get you away from what can be frightening numbers and into a more manageable capital outlay. For example there are many jets for sale via a number of websites, most notable of which are, Intairco [www.intairco.net](http://www.intairco.net) in Melbourne, RC Trader [www.rc trader.com.au](http://www.rc trader.com.au) or Jet Products Australia [www.jetproductsaustralia.com](http://www.jetproductsaustralia.com) based

in Sydney. Currently on the Intairco website there is a Boomerang Elan which would have cost around \$10,000+ to build, available for less than half price, at \$4,500 and, depending on your negotiations skills there may still be room to move. On the Jet Products Australia website there is a Skymaster T-33 which would have cost around \$17,000 going for a giveaway price of \$8,000. So if you are looking to dip your toe in to the jet scene then the second hand market may be the best way to go.

If a second hand jet or a \$20,000 price tag doesn't appeal then the only other option is to go for a very basic jet trainer. The Falcon 120 with a KingTech 80 could be up and running for well under \$4,000 (all new) so, is not only cheap



*Falcon 120 with turbine - \$2,200*

but also makes an ideal first jet – even though it is a wee bit ugly. The Falcon 120 is an ideal first jet which allows modellers to experience the thrill of flying jets without having to deal with the bank manager, or worse, her in-doors! That said, be warned that flying jets is very addictive and once hooked there is no escape.



*Falcon 120 taking off*

There are always bargains out there but if you are new to jets then speak to someone who currently flies jets to help you out on the purchase of either a new jet or second hand jet as there are a few things to look for specifically when it comes to jets. I have over the years generally bought new but I am starting to think that maybe second hand may be a smarter approach moving forward as they do truly offer exceptional value for money. \$4,500 to get into a turn-key second hand jet package like the Boomerang Elan is a small price to pay for what is not only the pointy end of the RC hobby but, if you ask me, where all the real fun is to be had.

A final word of advice, if you do venture down the jet path please make sure you have someone with you who is capable of flying jets as they are very different from propeller driven aircraft and behave very differently. I have heard of numerous accounts where individuals go out and buy a whiz bang jet, spend 3-6 months building it only to have it all end in disaster on its maiden flight. Now, I can think of a million better ways to blow a large investment and crashing a new jet isn't one of them. As most jets these days are doing speeds well north of 250km per hour and some even getting up into the mid 300s it is imperative that safety be paramount when flying a jet as the consequence of cutting corners is an expensive mistake to make.

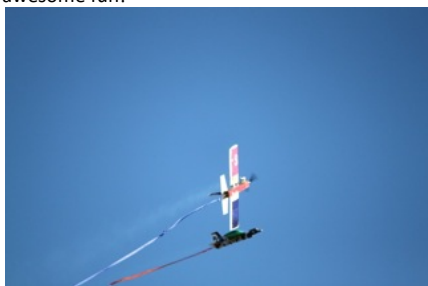
So to answer the question I am always asked, about how much it costs to get into jets well simply put, it depends on what you want to fly!



**Peter Michel's A380**

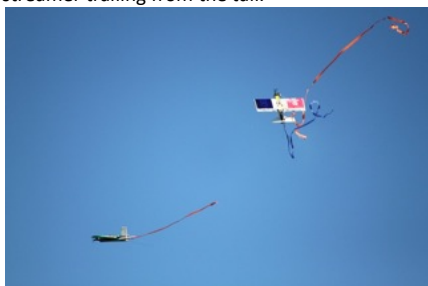
## SPAD Combat

A few years ago my friend and fellow modeller Rich Fraser kept raving on about Combat. I thought it sounded like fun but just couldn't find the time to build my own SPAD (Simple Plastic Aircraft Design). He wanted me to get into it so much that he built one for me and before long we would both be at the field with muddy tears of laughter in our eyes: this style of R/C flying is awesome fun!



*Rolling in for the kill!!*

The aircraft we use are made from Corflute plastic (the stuff real-estate signs are made of), four servos, a 25-sized motor and of course, a streamer trailing from the tail.

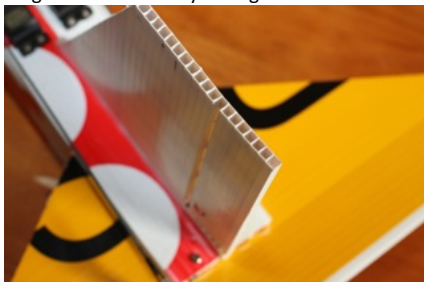


*Gottim...yeeesss!!!*

The simple objective is to cut the opponent's streamer whilst preserving one's own. If you want to, you can make up your own fancy rules such as a points system depending on how much of your opponent's biodegradable streamer gets cut off, regulating when the fight starts and taking sides. Competing with two players is fun, but each additional player ratchets up the fun-meter exponentially!

So along came Byron Simpson who then modified our design into quite a neat little aeroplane and managed to muster significant interest up at Gosford.

Okay, want to build one? The design we have been using is a bit of a hand-me-down but it is roughly based on the "Defender" which can be found on the website at [www.spadtothebone.com](http://www.spadtothebone.com). The difference is that we use a single tail fin with a rudder and 4mm Corflute for everything, although the square gutter-pipe for the firewall junction is a very good idea. Also make the wing with the flutes running chord-wise as this provides a nice curve to the wing and makes it very strong.



*The hinges are simple to make*

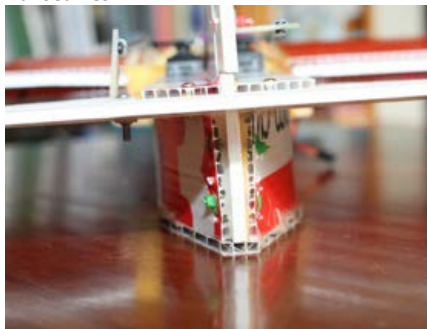
We use Quick-Grip for glue, so don't expect to be able to de-construct it! (Okay, and the occasional zip-tie!)



*The original tail*

My current combat model has been 'fancied-up' by Byron at GCMAC with a tapered rear-fuse and a piece of leading-edge stock INSIDE the wing to

give it a fatter leading edge. I also have two aileron servos but this is overkill as the rudder is most useful when close to the g-stall in combat manoeuvres.



*The fancy "Simpson" tail*

These things are tough. I've bounced one off a tree and kept fighting. I've flown one straight into the ground at full throttle and had it flying again 15 minutes later!

Mid-air's become more common as you become more confident and like everything, the results of such an event may bring on design changes. For example, next time my mates take my wing off in flight, they will be surprised to see my fuselage descending gently to Earth under a parachute to prevent another occurrence of "The Javelin"!



*The Javelin*

Have a go at this if you want some real fun and develop your quick-reaction r/c skills.

#### Approximate dimensions:

Fuselage length:	600mm
Fuselage width, height:	70mm
Wingspan:	900mm
Chord:	230mm (excluding ailerons)
Ailerons:	35mm
Fin height:	235mm (from bottom of fuselage)
Fin length:	150mm at top of fuse, 95mm at top of fin, including 35mm rudder
Firewall to wing:	110mm
TE to fin (excluding ailerons):	110mm
Tailplane span:	40mm
Tailplane chord:	150-50mm (including about 40mm for elevator)

## Aviator's Dreaming

Joseph Frost (BRCF)

As far as I can remember going back to my childhood I was always fascinated by aeroplanes. One Christmas, being about five I have found under the tree this huge 1.2 meter model aeroplane resembling "Lancaster" bomber build by my father's carpenter's skills. The thing was built of solid wood being so heavy that when all four engine propellers were rubber winded up and released with the rear lever, the monster moved only couple of meters along the ground but I have found it so impressive that it didn't take long and I had to be rushed to the hospital for 'hernia' operation from handling this heavy model.

Later, after my recovery my dad regularly surprised me with the plastic kits of many airliners that I used to love building. Some years further being nine or ten father took me for the first time to a major airport to see some real big airliners. "Good old sixties", while sitting and sipping some fruit juice on the tarmac at the outside cafeteria the only divider between our tables and the airliners were few flower pots neatly placed in the line as a border. While also having on the table one of my plastic model creations a man in captain's uniform came to us and asked my father if we would like to see inside of the cockpit of his "Tupolev-1 04 A" airliner while it was being prepared for a scheduled flight to Prague.

Well, you can imagine what a young kid like me felt, sitting inside the glassed navigator's nose cone of this huge plane. Instantly I had a new dream to become an airline pilot! Unfortunately, my big dream did not eventuate, but evolved in my later years into lot more relaxing and enjoyable hobby of radio control models.

Over the last few decades I have built and learned to fly every kind of model aero and helicopters but it's only in the last few years I'm starting to use my knowledge and experience to build my own design models mainly using cheap foam material which I find very easy to work with but most importantly finding this material extremely light as the aim of every modeller is to build his

model as light as possible. In another words, "bricks don't fly."



*Ali Barton of sandy Beach with fully complete model ready for maiden*

of 3/D aerobatic models which I'm finding great for practice but I found even more enjoyment building high powered electric ducted fan jet models. Starting on smaller models while using 55, 64, 70 and progressing to more powerful 90 mm EDF units I find this extremely challenging. After recently completing my huge 102 inch foamy using powerful 7.5Kwatt 127mm Ramtec / Scorpion set up I have discovered that there is no limit to use this wonderful foam material. So my new dream was to build large but extremely light model to be powered by jet turbine. I have realised it would be some challenge due to the exhaust heat and the kerosene not being the best friend of Depron. Some preliminary sketches were drawn based on my earlier designs and the small 2 feet long chucker was built trying to give me some idea about the layout of turbine position which had to be placed at very rear to sort out the CofG position.

Being a delta wing design and having the engine all the way back, the main issue was having very tail heavy model as the fuel tank must be placed at balance point. There is very little weight in batteries and accessories to help so the only option to minimize the nose ballast was my old and faithful extended nose probe made of bronze. As most of my EDF builds have power unit installed some 1/3 from the rear I have decided to build first identical but 20% smaller





airframe

incorporating carbon fibre tubes and balsa for extra stiffness and strength.

Having only very small workshop area the most of airframe construction had to be done on the floor. By using mainly 5, 30 and 60min. epoxy as an adhesive agent I have managed to build the frame very quickly but paying slightly higher price for the extra weight. My expected model AUW was 5.5 kilo but being very generous using epoxy it all came up little more at 6kg inc.



1kg in fuel, I have used 1.2-1.5kg of epoxy to put this airframe together of which more than half could have been saved if lighter but very long time curing adhesive agents were used. That is my intention on the next lot larger project. Despite all this extra weight the wing loading of this model is minuscule at approx 60grams per decimetre sq and this was my main reason to build this model to be able to fly it at just about any flying field which is a No-No for any turbine powered model of this size which normally reach weights of 10-15 kilos.

My other target was to build this plane as simple and practical as possible, using only two powerful 9kg MG servos on Elevon controls, one small servo to operate nose gear steering and one as

EDF prototype with the fan unit in exact position as intended turbine version. After few flights and confirmation of CofG I went ahead to start building larger version while laminating the foam to triple thickness

an emergency fuel shut off valve. The landing gear I find most practical on these type of models being fixed and very short made up using various cheap off cuts from any aluminium merchant. The whole inside of the model was sealed off and painted as prevention in case of minor fuel spillage and fitted with the "Wren 44 G" power unit and accessories to fully complete. Due to the miserable weather spell after my completion I had lot of time to check every detail over and over and do number of test runs to make sure everything is 110% ready for the maiden flight.



The weather had settled so the model was taken to be inspected by appointed jet turbine inspector, filled and spooled up for the first mission. My only concern at this point was CofG assumed balance so intention was to rotate 1/2-1 metre height and bring it down. But as the model passed me I was already up some six feet under full control so full throttle was applied and off she went to first circuit. Slight nose



heavy so few EI. trim adjustment were done by my spotter/inspector and I continued enjoying to fly first "turbine powered foamy". Absolute delight, slow or fast, whichever you like so further two flights were performed to convince my turbine inspector to sign it off. I love it. Many Thanks to Mr. Ian Thompson and John Papait for some help and advice during my build.

# Windy Weather Planes

I needed one more page this month so decided to include an article by Clay Ramskill. Clay's articles turn up in Club Newsletters all over the internet and are always very informative and often humorous. I have drawn together the following bio from a number of sources on the web.

Clay grew up in and around Burlingame, Kansas in the USA. He graduated from the University of Kansas with a degree in Aerospace Engineering, and he was commissioned a naval officer through the University's ROTC program. During his service in the U.S. Navy from 1964 to 1984, Clay flew combat missions over Vietnam in the F-8 Crusader and he later transitioned to the RA-5C Vigilante reconnaissance aircraft.

Clay was a radio control aircraft enthusiast and stalwart in the hobby. He designed, built, and flew his original designs of R/C aircraft. He was an internationally published author in this field, with both design and theory articles to his credit. He also developed and maintained a web site specifically for R/C club newsletter editors, providing information and complete articles (such as the following) which he encouraged them to publish, seeking only their acknowledgement.

Unfortunately, Clay passed away in 2002 and his website is now gone. His wisdom and wit live on all over the web however as a quick Google search will testify. I trust this one is of interest and I'll look to publish others from time to time.

All too often, on an otherwise nice, but windy day, folks just don't fly. Obviously, for a beginner, that's just common sense - but for someone who has some experience, the wind should just be another challenge to add some spice to their flying.

While it's easy to see that experience level has a lot to do with how much wind is too much, it may not be quite as apparent that the type of plane you're flying also can have a great effect on your ability to handle winds. Let's go through a bunch of airplane design features and see which ones give us the best flying characteristics to handle winds and the resulting turbulence.

**Size:** In general, the larger the plane, everything else being equal, the better it will handle winds of all kinds; they just don't "flop around as much.

**Dihedral:** The more dihedral in a plane's wing, the more it is going to be affected by cross-wind gusts; it is hard to

keep the wings reasonably level, and therefore lineup to the runway is difficult in a cross-wind situation.

**Wing Loading:** The higher the wing loading, the less a plane will be affected when hit with a gust.

**Aspect Ratio:** Lower aspect ratio (stubby) wings will be less bothered by gusts; there is less leverage for side forces to upset the plane, and the lower aspect ratio wing has a greater tolerance to changes in angle of attack caused by gusts.

**Power:** Pretty obvious - having the power to overcome the forces provided by the wind is a must. The same goes when you get into a sticky situation.

**Lateral Control:** Ailerons are very beneficial in a cross-wind, in landing and takeoff phases. The ability to dip a wing into a cross-wind without changing heading is essential, as is the ability to rudder the plane parallel to the runway heading while keeping wings level with aileron while landing.

**Landing Gear:** Tri gear planes are easier to land and take off in a cross-wind than tail-draggers. And the wider the spread on the main gear, the better.

**Maneuverability:** This one's a bit harder to quantify. You want a plane with stability, yet you do need good maneuverability to cope with gusts. So you want a plane that is stable, yet responsive.

**Wing Mounting:** Generally, a low wing plane will handle crosswinds better. This is because the CG of the plane is nearer, in a vertical sense, to the aerodynamic center of the wing. So the low wing plane is not as easily rolled by a side gust. And by mounting the main landing gear on that low wing, we can spread them out wider.

It's unfortunate that almost every item above is in direct opposition to the characteristics found in a lot of popular trainers, the main exception being the requirement for tricycle landing gear. But even with trainers, there are differences; compare a Seniorita with the Cadet Mk2. While the Seniorita may be a bit slower and a bit easier to fly, the Cadet, with its ailerons, higher wing loading, lower aspect ratio, and lower dihedral, is a far better plane flying in windy conditions. Going a step further with the same kit manufacturer, their Cougar(.40)/Cobra(.60 size) kits embody ALL the right characteristics for windy flying.

And in closing, I offer Confucius' only known saying about R/C flying - "To learn to fly in wind, one must fly in wind!"

## Upcoming Events



### **NSW PYLON** **RACING CLUB inc**



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

**Shoalhaven Model Flying Club (NOWRA)**

**2<sup>nd</sup>-3<sup>rd</sup> July 2011**

**9:30 am Pilot briefing Sunday 3<sup>rd</sup> July race day**

**Practice Saturday 2<sup>nd</sup> 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*

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**Contact: Jeremy Randle 0418390446**

**Or check out the Web site**

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

**FUEL SUPPLIED ON RACE DAY**



# RC AEROBATICS

23<sup>rd</sup> -24<sup>th</sup> 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](http://www.nswpattern.org.au)

Pre registration from the above website by 20<sup>th</sup> July would be appreciated.

## **WARIALDA FUN FLY**

12-13 November

**SUPPORT THE WESTPAC HELICOPTER**

**SATURDAY**

**TEST AND TUNE**

**NIGHT FLYING AND FUSE RACING SATURDAY NIGHT**

**SUNDAY**

**FLYING EXHIBITION AND OPEN FLYING**

**FUN FLY EVENTS**

**LOOP AND ROLL, STREAMER CUT, BALLOON BURST, MYSTERY TIME ETC**

**ALL MODELS WELCOME - NB NO WINCHES - IF IT FLIES BRING IT**

**SWAP MEET**

**CATERING AND RAFFLES FOR THE WEEKEND**

**\$10 ENTRY FEE**

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# **SCALE RALLY**

## Come and use the new **TAMWORTH** sealed strip

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Open keyboard

\$15 per entry (any number of aircraft)

Sorry, no 'sports' models

Camping available  
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Contact:

Larry Hoskins 6767 0315  
Richard Exler 6765 2317  
Neil Jewell 6760 6261

Discounted motel rates in  
Tamworth available  
on application  
Meals available from  
The Roadhouse



# 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. Large Super Kaos - 74 inch wing span complete with 108 OS motor  
Only flown twice near new.

**Asking price \$ 420 or near offer**





5. 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**

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## **Zenoah 38**

Very good condition, has Pitts muffler

**\$150 ono**

Call Rod 0430 093 836

## **RADIO CONTROL HELICOPTERS FOR SALE**

**Miniature Aircraft USA X-Cell Gas Graphite Helicopter Kit** **\$ 865.00**

Kit Model No 1005

New - Unassembled Kit in original box

Includes Zenoah 23cc Petrol Motor with Muffler

**Miniature Aircraft USA X-Cell Gas Graphite Helicopter** **\$1285.00**

Kit Model No 1005

New - Assembled - Never Flown or Started

Includes Zenoah 23cc Petrol Motor with Muffler

Includes over \$500.00 of X-Cell Metal, Bearing & Carbon Upgrades

1 x JR NES 2700G, 2 x JR NES4131, 1 x JR NES 4721 Servos (all new)

**GYRO** **\$ 50.00**

JR NEJ – 1000 Gyro

New In Box

**GYRO** **\$ 50.00**

CSM ICG540 Gyro

New In Box

**HNP Carbon Semi Symmetrical - 68cm Main Rotor Blades** **\$ 75.00**

**Contact Graeme on 0409 122630 or (02) 9543 2813**

Pick up only from southern Sydney. I can deliver in the southern Sydney area.

**Deadline for submissions to  
Newsletter #338 (September 2011)  
is  
Tuesday 16 August 2011**

**Note: There is no August edition of  
the Newsletter due to Registration  
Processing**

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