

MINIATURE 
AERO SPORTS
NEW SOUTH WALES INC.



Foamies just keep getting better. Neil Shackleton's (WPMAC) F4U Corsair:
1400mm wingspan, 1650g excl battery and complete with worm drive twist and
turn retracts and sequenced doors.

Photo via Dave Lewis (WPMAC)

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Diary Notes

Next MAS Meeting: Friday 9 September 2011 at 8:00pm.
Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Following MAS Meeting: Saturday 15 October 2011.
Venue and timing TBA

Newsletter #339 (October 2011) deadline for submissions:
Tuesday 13 September 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

Is it really two months since the last edition? Time flies although I must say August was almost like a holiday for me.

Well, 48 pages this time but with two sets of Business Meeting Minutes to publish I guess this one was always going to be a "little" overweight.

The last four months of the year look like being very busy with a total of nine event flyers published in this edition. Speaking of flyers, we've now integrated these into the MAS NSW Website with links to each on the sidebar. This compliments the Rolling Calendar (current version on page 22) and also maintained dynamically on the website.

Speaking of the Rolling Calendar, in order to make sure things run smoothly, I'd appreciate it if everyone would note the following:

- The Rolling Calendar along with the Point Score is maintained by the Registrar, Dave Lewis. Please send all requests for additions or changes to the Calendar to him via dave.lewis@internode.on.net. Dave will update the calendar accordingly and post the current version on the website – happy if you copy me in. I maintain all other aspects of the website.
- Now that the membership for the coming year is just about finalised, Dave and I will shortly update the Club List and Location Map on the website – standby.
- If you would like to have a flyer published in the Newsletter and/or posted on the Website, please send them to me newsletter@masnsw.org. You can kill two birds at once by sending the

calendar update and the flyer in one email to both of us.

- email address changes – as the Registrar, Dave Lewis maintains the details of Clubs and Members via the MAAA database. As such, please direct all email (and other personal detail) changes to Dave. He will update the database and then advise me so that I can update my email address book for the Newsletter. In the interests of your privacy, Dave is the only MAS NSW person that has access to the database. All I get is your AUS number and email address.
- Likewise if you take your Newsletter by post, address changes go to Dave. He forwards the current mail out addresses directly to the mailing house each month once the Newsletter has been received from the printer.

Jet Talk with James Ellingford continues this month on page 26, looking at the Tomahawk Futura and whilst on the subject of jets, Joseph Frost reports in on the "Jets over Fraser Island" meet, held between June 30th and July 3rd – lots of pictures.

Some general aviation interest follows. Colonel JC Van Bloom (USAF Ret) went through nine P47s – all successively named "Bloom's Tomb" (sounds a bit too much like my aeromodelling career). Aside from that, there's an interesting aeromodelling twist to the story, details of which I'll provide next month.

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

Happy flying, Rob M

Miniature Aero Sports NSW Inc

Business Meeting
Workers Parramatta
8th of July 2011

Meeting Opened: 8.10pm

Attendance: D deVries SSMAC, M Close SRCS, R Masters WPMAC, S Norrie NSWAS, B Carpenter HMAS, T Nolan ROW, M Stone HSL, K Barnes PRCAC, B Thrift CVRCMAS

Visitors: G Hoy CMAC, D Ramsay SSMAC, D Bently CMAC, K Vella PRCAC, E Ashley CVRCMAS

Apologies: B Bishop, CMAC, D Lewis, WPMAC

Minutes: Motion that the minutes of the meetings held on the 10th of June 2011 as distributed in the Newsletter 337 and also emailed be accepted as a true and accurate record of that Meeting.

Moved: HSL Seconded: PRCAC Carried

Business Arising: There was an error in the minutes of June 2011 newsletter (No-336) in relation to Model Flying Insurance, at the recent MAAA Conference the excess that a modeller pays has been increased from \$250 to \$500. (Thanks Bruce)

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

Correspondence In From MAAA

- | | | |
|------|------|-----------------------------------------------------------------|
| M1.1 | MAAA | MAAA Newsletter. |
| M1.2 | MAAA | Deed of agreement MAAA/CASA (13 pages avail email). |
| M1.3 | MAAA | Clarification of issues within the Deed of Agreement MAAA/CASA. |
| M1.4 | MAAA | Special SFI Conference. |
| M1.5 | MAAA | Summary of cover brochure (emailed to clubs 16.6.11). |
| M1.6 | MAAA | MAAA executive minutes (64 pages available on email). |
| M1.7 | MAAA | Cheque \$440 to MAS NSW reimbursement from MAAA Conference. |
| M1.8 | MAAA | MOP updates MOP025, 028, 058, 063. |

From other than MAAA :

- C 2.1D deVries re registration of flying site, and issues of proximity with CMAC NB (There are numerous items of correspondence re this matter all contained under this entry).
This matter was deferred to general business for further discussion

- * C 2.2T Collinge Request to establish Special interest Group (Precision Aerobatics)

- C 2.20 Received completed Large Model Permits to fly forms from the following:
R Shoebridge, B Weston, M Close, D Costelloe, T Nolan, C Brooks, L Abberton,
M Hase, T Shelvey, M Davies, R Clark, P Jackson, R Bowles, J Corben, B Simpson,
P Aungle
- C 2.21 Received Cancelled Large Model Permits to fly forms from the following:
R Bowles, R Bowles
- C 2.23 Newsletters Received:
Airflow from MAAQ, Bega DMC.

Late Correspondence:

C 2.2

Correspondence Out:

To MAAA:

- M 2.1 MAS NSW response to draft AMA MOP
- M 2.2 Nomination of Alan Lowe NSW to MAAA Glider Sub Committee.
- M 2.3 Confirmation of Basil Healey to MAAA Old Timer sub Committee
- M 2.4 FW 25 applications for:
Tom Sparkes, Anthony Ogle, Peter Goff
- M 2.5 Nomination of G Atkinson for Commercial Model Flying Instructor

To other than MAAA:

- C 3.1 D deVries re registration of flying site.

Business Arising from Correspondence:

Resolved to establish a special interest group for Precision Aerobatics with Tom Collinge as the nominated contact officer. Secretary to advise Tom Collinge and will request from him a brief of the type of aerobatics they will be advocating on behalf of.

Moved: WMPC Seconded: SRCS Carried

Reports:

Treasurer: Bob Bishop – report read by the Secretary
Cheque Account #3259

Business Arising from the Treasurers Report:

NIL

Moved that the Treasurers report be accepted

Moved: PRCAC Seconded: HSL Carried

President Bob Carpenter

Tonight we will be discussing the situation that has surfaced regarding close field operations between two clubs within the Sydney basin. That is an item that will be handled on its merits and eventually will lead to an outcome. However, this leads to a much larger issue and is of particular significance to all the MAS Clubs in the Sydney basin and any other area where flying sites are becoming scarce.

Every year we have at least one club losing its field and trying to obtain a new site. We have the issue of Park Flyers flying aircraft outside of the MAS/MAAA umbrella at sites where we have not operated before. With clubs losing fields, how are we going to accommodate those members that are without a field? Does your club have a cap on membership?

How do we accept and train new members?

I believe that it is time that the MAS Clubs discuss all these issues and provide possible guidelines on:

- How to find fields?
- How to work with councils?
- What to do with noise?
- What are the requirements for operation of model aircraft?
- How do we cater for more members?
- Do we want to accept new members?
- What is your club's succession plan?

I am proposing that we start to discuss these items and I invite all clubs to send a representative to the August MAS meeting to be held at Workers Parramatta at 8.00pm on the 12th August.

Registrar Dave Lewis

Current Year		New to System	Last Year
Seniors	746	29	503
Pensioners	65	2	165
Juniors	35	55	25
No. of Clubs	51		
Total Membership	846	36	544

- Apologies for not being at the meeting.
- Registrations got off to a slow start – however they are coming in thick and fast now.
- Lots easier this year with Email addresses being recorded from previous year on the database – however new email
- Addresses do require attention to detail please. Club Secretaries and Registrars are asked to try the email addresses first
- Before submitting them to me please.
- Averaging next day posting after receipt of documents.
- Clubs Executives are reminded that they are obliged to inform the Association if their Executive Team changes during the
- Year – we have had a few instances where critical renewal paperwork has not found its mark.
- Clubs are reminded that they must affiliate by 30th of June regardless of when their next AGM is due to take place.
- Reminder that Wings Certificates and MOP's go to the Secretary - not the Registrar.
- Clubs can hold stocks of Bronze Wings (ordered through the Registrar) – however the forms must still be gazetted in the
- Minutes Gold wings will be mailed out directly to the member by the Registrar after approval of awards at the Business
- Meeting.

Newsletter Editor Robert Masters

Very little to report other than to remind members that the cut off date for submissions is generally the Tuesday following each Business Meeting. This is necessary in order to have time to compile the newsletter, have it printed, then get it to the mail out company and put it in the hands of Australia Post all in time to have it on the streets a week before the following Meeting.

So as not to disappoint, I urge everyone to get their stuff to me at least a month prior to the beginning of the month in which the event is being held and remember, there is no Newsletter in January or August.

CASA Liaison Officer Daniel de Vries

Clubs need to be mindful of the lead times for CASA approvals, and if you have not received advice from me that I have received your application please contact me to check that it has been received. Any clubs flying within 3 nm of an aerodrome who don't have specific CASA approval please contact me so that we get this tidied up.

Currently assisting Lake Cargelligo in establishing their field near an aerodrome.

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.

I have been advised by the MAAA CFI that the Flight Instructor seminar will be held in Brisbane on the weekend of 22/23 October. MAAA will be paying for the state CFI's and also the Chairmen of the Helicopter and Glider Sub Committees. Each state is permitted to include 2 other representatives, (at their expense). I am proposing that we are represented by myself and George Atkinson (MAAA expense) and our Northern CFI, Martin Cochrane, (MAS Expense).

This seminar is an opportunity to allow all items ranging from the method of Instructing, the Wings system and any other areas that are affected to be discussed at a national level. We are required to provide agenda items by the last weekend in September.

I ask all members to provide any items or areas that they would like discussed to provide details to me by the 15th September for possible inclusion.

Education Officer Mike Close

There is even less to report this month. It is too soon since the last Newsletter was issued to expect to have received more offers of assistance. Once again I would emphasise that whilst I have some offers over the last 12 months, I am really keen to hear from anyone who is willing to contribute to a NSW Focus Group. This will look at ideas about how the MAAA Education scheme can be made more relevant to today's environment. If you have ideas or are happy to critique the ideas of others, my contact details are by phone on (02) 9872 6469 or by email on mikeclose@optusnet.com.au.

State Flying Field Secretary/PRO Steve Norrie

On the weekend of 2nd and 3rd of July I travelled to Cootamundra. Whilst there I met with Ray Pettit and obtained his signature, as president of the Cootamundra Aeromodellers Association Inc, on the agreement between his club and MASNSW for the use of the State Field as their home field. We also discussed the proposed works for the runways, he and other members will approach the council for assistance in these works.

On Saturday evening Ray and myself had dinner with Ron Dowling (our maintenance man) where we discussed and agreed on roles and responsibilities. I also visited Heather Emonson who has a lease for half of our property for the purpose of grazing cattle. Heather would like to renew this lease directly with us. I agreed to discuss this with the committee and advise her of the outcome.

We now have three firm bookings in October for the weekends of 15/16, 22/23 and 29/30.

Other Reports: Nil

Motion to accept Reports:

Moved: PRCAC Seconded: CVRCMAS Carried

Motion arising from Presidents report:

That approval be given for Martin Cochrane to attend the MAAA Chief Flying Instructors seminar/conference in Queensland later in the year (22-23 October), and his expenses to be paid by MAS NSW.

Moved: SAS Seconded: WMPAC Carried

Awards:

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

John Susnjara	SMAC	73792
Lachlan Frampton	Feral Flyers	73727*
Michael Farrell	CCMAC	73617
Roger Cleary	BCRCF	73570
T Churchill	DMAC	71550
Jeremy Bramston	DMAC	73654
Grant Wilkinson	DMAC	40506
David Churchill	DMAC	57557
Brian Moorhouse	DMAC	71318
Allan Kerr	IMAC	73784
Michael Rouse	CMAC	71296*
Daren Flew	CCMAC	73824
Sam Lee	SMAC	21463
Lindsay Ellis	Foster Great Lakes	73735
David Tuffdey	Blacktown MAC	69361

* denotes wings have been presented

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

Greg McGuiness	Lismore MFC	35895
Glen Bridgland	Sunset Soaring Club	71267
Colin Mitchell	WRCS	15306
Jason Russ	COMSOA	47923
Les Symonds	Parkes MAC	62148

Moved: Seconded:

Applications received for approval for MAAA Fixed Wing Power Instructors
No applications received

Applications received for Approval of Commercial Model Aircraft Flying Instructors:

George Atkinson	WRCS	52792
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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 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	Pitt Town	May 2011
SAM1788	New England Gas Champs	Tamworth	June 2011

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

Motion to accept these awards.

Moved: PRCAC Seconded: CVRCMAS Carried

General Business:

The next Business Meeting of MASNSW will be held at the Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta on the 12 August 2011. The meeting to commence at 8.00pm, (2000hrs). All Members, Observers, and Visitors are welcome.

Discussion in relation to the scheduled country meeting for Orange and a possible conflict of dates with other activities, the long weekend and the Bathurst car races. The executive will resolve the issue and advise all clubs by email of any changes, given there will be no newsletter for another month.

There was considerable discussion of the current issue involving two clubs in the Sydney basin and the drafting of the MOU as required by MAAA MOP 008 (close fields and Frequency sharing). The meeting also received the benefit of the MAAA president being in attendance and addressing the meeting on the intention of MOP 008 and that is solely about frequency sharing and close proximity. Any issues of how the adjoining club manages its flying operations and risk management is an issue for that club and not part of MOP 008.

The clubs advised that discussion was continuing and a resolution was imminent and expected to be resolved within the next two weeks. The chairman advised the meeting that the executive would continue to monitor the situation and the time lines given and look to bring this matter to a timely conclusion.

The meeting closed at 10pm



Axel Anderson's Top Flite
Gold Edition Kit P51D
Mustang
The motor is a 2 stroke
GMS 76 spinning a 11x7
prop
The radio control is a Spectrum DX7 2.4

"I designed and made a Pitt style muffler in alum to fit inside the cowl.



It sounds great. I got Martin Cochrane to test fly it....he was impressed with the first flight....smooth take-off flew like the real plane and smooth landing...got some "oohs!" and "ahhs!" at the field and applause after landing." Axel Andersons (BRCF).

Miniature Aero Sports NSW Inc

Business Meeting
Workers Parramatta
12th of August 2011

Meeting Opened: 8.05pm

Attendance: T Nolan ROW, D Lewis Macksville, K Barnes PRCAC, R Carpenter HMAS, B Bishop, CMAC, R Masters WPMAC, S Norrie NSW SAS, E Ashley CVRCMAS, M Pilling ASAC, M Stone HSL

Visitors: I Stromberg ASAC, M Tuck HMAS, S Lisey SRCS, G Hoy CMAC, D Lacey SSME

Apologies: M Close SRCS, V Vickers, B Thrift CVRCMAC, D deVries SSMAC

Minutes: Motion that the minutes of the meetings held on the 8th of July 2011 as distributed prior to the meeting d be accepted as a true and accurate record of that Meeting.

Moved: SAS Second: HMAS Carried

Business Arising: Following discussion the next Country meeting will remain unchanged i.e. Orange on the 15 October 2011.

The fly in will be held at the state field Cootamundra on the long weekend in October. All members are invited.

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

Correspondence In From MAAA

M 1.1 MAAA	CIAM Flyer 3-2011
M 1.2 MAAA	VMAA Executive changes
M 1.3 MAAA	Minutes from MAAA Executive meeting –June
** M 1.4 MAAA	Critical incidents and correct contact details.
M 1.5 MAAA	MOP hard copy updates
M 1.6 MAAA	MAAA Newsletter 3/11

From other than MAAA :

C 2.1 Bruce Trudgen	enquiry re eligibility for instructors course
C 2.2 B Woods PMAC	nomination for M Dorling for Instructors Course
C 2.3 R Carpenter - CF1	venue hire for Instructors Course 20/21 August
* C 2.4 H Cooper SSFA	revised constitution under the Associations Incorporation Act 2009
C 2.5 B Lee, NSWFFS	notification of the FFS AGM
C 2.6 L Hoskins TARMAC	advice re TARMAC scale rally 20/21 August
C 2.7 S Walker	membership/insurance enquiry.

- | | |
|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| C 2.8L Trimmer | EMAC nomination for instructors course |
| * C 2.9SSMAC/CMAC | MOU re close fields. (numerous items) |
| * C 2.10 R Emerson SMAC | Flying display application |
| C 2.11 H Cooper SSSFA | Instructor Course nomination |
| C 2.12 L Trimmer EMAC | Instructor Course nomination |
| C 2.13 E Ashley CVRCMC | Instructor Course nominations |
| C 2.14 M Tunk HMAS | Instructor Course Nominations |
| C 2.15 M Chapman UMAC | Instructor Course nomination |
| C 2.16 M Leys DMAC | Instructor Course nomination |
| C 2.17 P Goff RAAF RMAC | Instructor Course nomination |
| C 2.18 I Cole CMAC | Club comments re Presidents email – SEE GENERAL BUSINESS & Pg 26 |
| C 2.19 H Cooper | Model located in ANSTO grounds |
| | |
| C 2.20 | Received completed Large Model Permits to fly forms from the following:
P Jackson, G Cusack, D Foster, B Sawtell, P Dabrowski, S Todhunter, S Todhunter,
L Donovan, D Forster, J Daley, R Caddy |
| C 2.21 | Cancelled Large Model Permits to fly forms from the following:
B Weston, M Grossenbacher |
| C 2.22 | Completed Turbine Powered Model Permits to fly forms from the following:
None received |
| C 2.23 | 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 In:

- | | | |
|--------|----------|-----------------------------------------------------|
| C 2.25 | R Green, | MDMACAdvice on the passing of Joyce Greer AUS 67134 |
|--------|----------|-----------------------------------------------------|

Correspondence Out:

To MAAA:

- | | |
|-------|--------------------|
| C 3.1 | FW 25 Applications |
|-------|--------------------|

To other than MAAA:

- | | | |
|-------|-----------------------------|-----------------------------------|
| C 3.1 | D de Vries,
CASA Liaison | Advice re C2.19 from CASA on R521 |
| C 3.2 | CMAC | Close Fields MOU, CMAC and SSMAC |
| C 3.3 | SSMAC | Close Fields MOU, CMAC and SSMAC |

Business Arising from Correspondence:

- | | | |
|-------|---------|-------------------------------------------------------------------------------------------------------------------------------------------|
| M 1.4 | MAS NSW | Executive will advise the relevant emergency service of the various contact details for Officer Bearer's to be contacted in an emergency. |
|-------|---------|-------------------------------------------------------------------------------------------------------------------------------------------|

C 2.9 The MOU between CMAC and SSMAC has been accepted with some changes and these will be communicated to the clubs and MAAA.

Moved: WPMAC Second: HMAS Carried

Reports:

Treasurer: Bob Bishop

Cheque Account #3259

Business Arising from the Treasurers Report: NIL

Moved: CVRCMAC Second: HSL Carried

President Bob Carpenter

The last month has been very interesting. We have seen the agreement by two of our clubs on operations closer than 4Klms. The important part of this is that this process has been able to be handled from start to finish in only a few months. In previous years these processes have taken extended amounts of time. During negotiations there has been robust discussion, as there should be, but in the end by using the MAAA MOP's and the guidance that they contain we have been able to work with the clubs and the final point is that we believe that MAS has catered to the "Big Picture" of facilitating operations for all our members.

Later in the Correspondence we will have a letter from one of our clubs that shows the problems that can happen when Radio Control aircraft are operated outside of our guidelines. An aircraft has been recovered from the Lucas Heights nuclear facility. This aircraft was operated in restricted airspace and the controlling authorities are very concerned as to how this happened. Investigations are continuing, but it initially appears that it is a park flyer that was operated from local fields. It is situations like this that can cause much bigger problems for the whole of Radio Modelling. I would like all members to be vigilant on where and how people fly Radio Models. We can only control our own operations but the official bodies will not understand the differences.

This is another reason for the ongoing forum that we will be conducting to discuss the future of Radio modelling and how we work to ensure that we have places to fly in the future.

Vice President / Secretary Tim Nolan

Heavy Model applications

When applying for a heavy model inspector please read MAAA MOP 006, and when completing your application fill in the relevant form and provide supporting documentation setting out your experience and demonstrating that you have met the requirements of relevant qualifications and experience.

You only need to complete the form up to endorsement by your club, the bottom of the form (oral test, trial inspection and the endorsement by an ordinary member (this is the state body) the term ordinary member refers to the state body as a member of MAAA).

Assistant Secretary / Registrar Dave Lewis

The recording system changed in July with pensioners being listed by MAAA as Seniors – this makes the breakup of numbers look slightly different. Next month will just show Seniors and Juniors

Current Year		New to System	Last Year
Seniors	1906	110	1355
Pensioners			430
Juniors	81	17	85
No. of Clubs	90		89
Total Membership	1987	127	1870

Newsletter by Post 610

Newsletter by Email 1377

To avoid delays in processing and to assist in administration:

- Proficiency Tests (Bronze and Gold Wings) - should be sent to the Secretary.
- MOP Forms - should be sent to the Secretary.
- Club Executive changes should be sent to the Registrar.
- Requests for Stocks of Bronze Wings for Club use – should be sent to the Registrar.
- Address changes (both Post and Email) - should be sent to the Registrar.
- Calendar Changes - should be sent to the Registrar.
- Newsletter Articles including Advertisements – to the Newsletter Editor.

Contact details are published here in the newsletter and on the Website

Newsletter Editor Rob Masters

No newsletter this month; the deadline for any material in the September Newsletter is this coming Tuesday 16 August.

CASA Liaison Officer Daniel deVries

There have been the usual requests for displays coming in with CASA approving all. One point to note is CASA's fees seem to have changed. CASA charges their time at \$160/hr with previous approvals costing clubs \$160. Lately however it seems prices have risen with the average approval now costing clubs \$240. I will monitor this and liaise with CASA regarding the possibility of providing our requests to them in a different format to allow processing within the hour to keep costs down.

In coming months I hope to begin discussions with CASA with the view of being able to self regulate when it comes to clubs wanting to hold displays at their normal club field providing no height extensions etc are required within the NSW area. Hopefully this will be approved and reduce costs for clubs.

A number of clubs are still trying to liaise with CASA directly themselves. Even though this may seem a better option for clubs the reality is that approaching CASA incorrectly may jeopardise the work the late Bob Davison has done to build such a good relationship with the regulator. Please continue to forward requests through the proper channels. It should also be noted by clubs that height extension

requests need to be forwarded on the MAAA height extension form. We need the form for legal reasons and requests through email with no accompanying form will no longer be accepted.

Chief Flying Instructor Bob Carpenter

Next weekend (20/21st August) we will be conducting the next Instructors course/workshop at Hawkesbury. I am very pleased that we will have the largest instructor's course held in Australia. We have 19 new instructors, 2 refresher instructors and 3 observers.

This shows that the changes to the methods we now use on the course are having pleasing results; we are providing a system that caters to the requirements of our members. It also shows the methods of communicating with the clubs through our email systems are working. We are now able to get the message across to all our member clubs very efficiently. We will continue to communicate using these methods.

I will be attending the Flight Training seminar on the third weekend in October. I will be accompanied by both our assistant CFIs (George Atkinson and Martin Cochrane). The seminar will be held in Brisbane and will have all states and territories represented. The aim of the seminar is to discuss the methods of instructing, the courses we provide, the wings system and all areas that are covered under the heading of Flight Instruction. I need to have our items for the agenda provided by the end of September and I would like any items that our members would like to be discussed or clarified be provided to me by the 15th September. Please contact our Secretary (Tim) or direct to me with your questions/queries.

One idea I would like to be discussed is the use of assessors to be able to check the award of Wings. These people would not be instructors. It would give us more flexibility and allow selected people to assess the abilities of our members to meet the requirements. At the moment only instructors can do the assessing, but we have many very competent people that have the skills to assess but are not, for many reasons, instructors. Your feedback is welcome.

Education Officer Mike Close

Sadly I have received no responses to my request for assistance to revamp aspects of the current MAAA program to make it more up to date and relevant to current learning techniques.

I am aware that a major topic for the August MASNSW Meeting is to consider the retention of current flying areas and the obtaining of new ones. This is vital to the future of model aviation and for all clubs, but it is particularly relevant to those who operate in the Sydney basin. I would like to have been able to contribute to the discussion and explain the role that being part of an Education program has proved to be of assistance, but unfortunately I am away on official duties. I hope that Val Vickers may be attending to put forward these views. We both agree that whilst in itself it will not achieve success, it can play a part in getting both Local Council and the local communities on side, which could just make the difference between success and failure.

My contact details remain by phone on (02) 9872 6469 or by email on mikeclose@optusnet.com.au

State Flying Field / PRO Steve Norrie

The permanent rubbish bin at the field has been removed and it will be the responsibility of the venue users to remove any rubbish or to make arrangements for its removal. The Cootamundra club have begun using the field and taking care of any minor issues.

We are waiting for quotes on the earth works as discussed at the June meeting.

MAS is holding a general club fly in at the State Field over the October long weekend, all people are welcome and bring along your models, there will be an opportunity to practice some of your pylon racing in preparation for the October races. There will also be some glider tugs for aerotowing if you are interested.

Other Reports:

World Pylon Championships in Bundaberg, QLD, as of Friday night 7 rounds flown, halfway through the competition.

Australia leads the teams event by 100 points. On the individual point score Australian are in first and second separated by 0.2 of a second and a Japanese pilot in third only 2 seconds behind. All set for a very exciting finish over the weekend.

Motion to accept Reports:

Moved: HMAS Second: PRCAC Carried

Awards:

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

Wayne McGuinness	CKSMAC	62083
Colin Poulton	SMFC	73708
Richard Chard	SSC	71225
Phillip Holt	COMSOA	71507
Richard McGinty	IMAC	64208
Michael Hough	IMAC	73809
Noel Blanch	BCRFC	24206*
Garry Hoggard	HEMFC	61959
Claudio Natoli	PRCAC	42386*
Kevin Barnes	PRCAC	71335*
Michael Meskers	PRCAC	71388*
Owen Murray	PRCAC	73749*
Peter Centrangolo	PRCAC	73747*
Simon Nichols	PRCAC	71403*
Steve Murray	PRCAC	69435
Scott Todhunter	DMAC	67099
Dante Tramontini	SMAC	32532
Ian Loach	IMAC	73893
Brent Stirling	CMAC	73838
Bryan Hicks	CMAC	73883

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

Stuart Clarke	SRCS	28286
Boyd Townsend	EHRCS	71127
Bruce Smith	GMAC	71542
Michael Kalydis	DMAC	71320
Scott Todhunter	DMAC	67099



Stephen Blazevic	PRCAC	71421*
Gary Grant	PRCAC	71511*
Grant Wilkinson	DMAC	40506
Ari Palsson	EHMAC	49868
Fabiano Fuffo	LAMC	69540

Moved: PRCAC Second: SAS 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 application received

Applications received for the approval of MAAA Helicopter - Gold Wings:
No application 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/Approvals:

Heavy Model FW 25 Inspector Applications
Peter Coles FGLMAC 64039

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 2011:

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.

NSW Pylon	Sportsman Pylon	Pitt Town	July 2011
NSW Pylon	Sportsman Pylon	Nowra	July 2011
Parkes MAC	Old Timers	Parkes	July 2011
NSW SAS	Scale	Blacktown	July 2011

I respectfully ask that payment be made payable and forwarded to the Secretary of each of these Clubs / Special Interest Groups.

Motion to accept these awards.

Moved: CVRCMAC Second: WPMAC Carried

General Business:

The next Business Meeting of MASNSW will be held at the Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta on the 9 September 2011. The meeting to commence at 8.00pm, (2000hrs). All Members, Observers, and Visitors are welcome. Be advised that the OCTOBER MAS NSW Business Meeting will be held in Orange on the 15 October 2011 (Saturday).

MAS NSW will hold a Car Boot sale in early December at a venue to be advised. It is an opportunity for you to clear out some of the unwanted items you have in your workshop. It will be held at a field with flying available and a BBQ. Costs to be finalised but all proceeds will go to a charity of the club / MAS choosing. Rather than a % of goods sold possibly \$10 to \$20 per vendor and a gold coin donation from those attending. It will be a great opportunity to snap up a bargain before Christmas. For any other information contact Tim Nolan (m)0412 173 440.

There was discussion of what constitutes a park flyer, size, weight and power etc and why these people choose not to join MAAA. There was discussion of the experiment being conducted by Aeromodelling Western Australia (AWA) under the sanction of MAA as discussed and approved at the MAAA Conference this year. They have been approached by local Council's to help police the

proliferation of Park Flyers and have done considerable work towards that end. They will be reporting back to the MAAA Conference next year and depending on the results it may be implemented nationally or on a state by state basis.

Discussion of the President's email in MAS and where are we going, and how we identify promote and grow the sport of aeromodelling?

MAS represent over 2,000 radio flyers in NSW; this is 20% of the total MAAA membership in Australia. This is a very healthy number and we hope to see this continuing to expand in the future. But, the big question is what are we doing about the future?

We have, especially in the Sydney basin, ongoing situations where clubs are losing fields; clubs have limits on membership, many for good reasons; where do the clubs go to for advice on what is required to work with local councils and landlords; how do we use the media; what are we required to do concerning noise; how do we embrace education and training within clubs and the community; how much does all this cost in both dollars and time; and who is going to do it.

An open discussion session was then conducted, we will provide direct to clubs a paper that shows the subjects covered.

As a point of contact, Steve Norrie and Bob Bishop (contact details in the front of the newsletter), will take on the compilation of all material. If you have any ideas on these matters please contact Steve or Bob direct.

The agreed outcome of the forum was that all member clubs of MAS need to stop being autonomous and start working together as we have encountered many of the same problems in the past but we are not learning from our experiences. Many of our members have skills and knowledge that will allow us to work together and map out where we want to go.

This forum will be a continuing subject at our meetings from now on.

A number of club delegates have offered to provide information to MAS NSW on their respective Development Applications to Councils. This information may provide a useful resource for other clubs about to enter the process.

The president thanked all those present for the contribution to the discussions.

Being no further issues the meeting was closed at 10.45pm

MASNSW 2011-2012 Events

Calendar

(Compiled 16/08/2011)

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

August 2011

19-21	Banana Coast Scale Rally	Coffs Harbour	Martin Cochrane	02 6658 2364
20-21	Scale Rally	Tamworth	Richard Exler	02 6765 2317
27-28	Oily Hand Old Timers	Cowra	Andy Lockett	02 6342 3054
28	Pattern (Aerobatics)	Illawarra	Tom Collinge	0400 403 151

September 2011

9	MASNSW General Meeting	Orange	Bob Carpenter	02 4577 6612
* 10-11	NSW Scale Round 4	Richmond	John Rolfe	02 9734 6288
11	Dubbo Fun Fly	Dubbo	Michael Leys	0429 634 767
17-18	2m Thermal Glider	Cowra	Wayne Symons	02 6342 4525
* 17-18	Pattern (Aerobatics)	Gunnedah	Tom Collinge	0400 403 151
17-18	Toowoomba Aeromodellers Assoc Fun Scale Rally	Toowoomba	Dan Norton	0418 982 100
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			
* 9	Open Handicap Gliding Event	Gunnedah	Paul Hartley	02 6742 1296
15	MASNSW Country Meeting (Note this is a Sat)	Orange	Bob Carpenter	02 4577 6612
15-16	The Henry Parkes Scale Rally	Parkes	Rob Hart	0417 493 010
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
29-30	2011 National Air Races	Cootamundra	Steve Norrie	0418 874 740

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	SRCS "The Missions" 1st Annual General Fly In	SRCS	Mike Close	0414 645 307
* 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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From the CASA Liaison Officer

With the issues surrounding the pressures being placed on flying sites becoming more common as urban areas encroach on many of our flying sites clubs should give serious consideration to having their field formally approved by CASA. This is separate from the site being registered by MAS NSW. This has a number of advantages for clubs in that MAS NSW is able to issue permits to the clubs for flying displays saving the ongoing cost if this is a regular thing for your club.

Other advantages include the marking of club sites on relevant aviation charts (subject to CASA approval) and also will allow the consideration of your site in the management of airspace etc. As usual there is a cost involved but it's a simple process and one that should be undertaken if your club is adjacent to controlled airspace or has regular events where members of the public are in attendance.

Clubs are reminded that request to CASA must come through me accompanied by the applicable forms for our records. Clubs should not liaise with CASA directly. In the past individuals making approaches to CASA have caused significant upsets with our great relationship with the regulator and it often results in higher costs for the club.

Lastly a number of clubs have had a few contact issues with my email over the last few months. If you have contacted me and I have not responded please do so again or just give me a call.

Daniel



...and it does fly!

The Archaeopteryx Story - from Primeval Bird to a Glider Plane that can be Launched on Foot

The flying capabilities of the Archaeopteryx – or primeval bird as it is also called – are disputed in modern palaeontology. Meantime, numerous fossils of bird-like dinosaurs have been discovered. Whether Archaeopteryx's flying attempts were only gliding flights or whether it could actually take off from the ground remains unclear. What is certain, however, is that the glider "Archaeopteryx", built by two aeroplane designers, can be launched on foot from any slope or mountain, weighs only 50 kg and has excellent flight characteristics.



It all started with model airplanes

Like so much in the history of aviation, it all started with model aircraft. The two apprentice toolmakers, Ernst Ruppert and my brother Bruno, were totally obsessed by aeromodelling. They built and flew free-flight models, competing against each other. Together, they took the train to the Swiss free-flight championships or practised in the fields around their home towns. After completing their apprenticeships, they both remained faithful to flying: Ernst took up gliding while Bruno learnt to fly motorised planes. They both eventually became flying instructors. Years later, none other than Ernst's son, Roger Ruppert, has, via aeromodelling, become an aeroplane designer.

The dream of glider that can be launched on foot

While Bruno remained faithful to aeromodelling, developed numerous

aerobatics models and was very successful in his field, Ernst turned entirely to gliding and spent a large part of his youth on the Schänis glider airfield where gliders were towed to altitude by motorised planes or using a winch. It wasn't long before delta wing gliders made their appearance, taking off with a minimum of effort from slopes and mountains around the airfields. This must have prompted Ernst to build a glider that could be launched with a similar lack of effort. The result was the Canard.

"Duck" concept and solar flight



As early as 1972, Ernst and aeroplane engineer Hans Farnner jointly developed and built the duck motor glider Colibri. In 1976, this concept provided the impulse for the ultra light-weight glider Canard 2 FL that could be launched on foot. The design, which was entirely in Kevlar-carbon-glass composite, made it possible to achieve a weight of just under 60 kg with a span of 13.5 m. Apparently the flight characteristics were excellent. A pre-production run of 10 gliders was produced. Günter Rochelt (together with Schöberl and Richter) used this aeroplane as the basis for the first German solar-powered aeroplane Solair 1. Although a large part of Rochelt's success (1980) was based on the innovative efforts of Hans Farnner and Ernst Ruppert – he used the negative

CIAMFlyer

moulds of the Canard FL 2 – an aviation journalist claims that he failed to even mention the two pioneers.

Development of Archaeopteryx as an university project

The first Archaeopteryx prototype was developed at the Zürich University for Applied Sciences ZHAW in Winterthur and was completed in 2003. Ernst's son, Roger Ruppert, was involved. This demonstrated the technical feasibility of an aircraft launchable on foot – a mix between a hang glider and a glider. The unladen weight was 54 kg and the span was 13.6 m. A high-lift wing profile and a low sink rate (0.5 m/sec) enable tight circling in small upwind regions. Production was again taken on by Ernst Ruppert (www.ruppert-composite.ch).



Launchable on foot
the Archaeopteryx glider ↓

↑ Ernst's original Canard FL-2

← Solair I of Gunter Rochelt ↓



The circle is closed by the model glider Archaeopteryx

The experienced builder and pilot of numerous large glider models, Markus Rohr, was determined, after successfully building an ASK 18 to a scale of 1:2.5, a Woodstock to a scale of 1:2 and an SB 14 M 1:3, to build a model of the Archaeopteryx to a scale of 1: 2.25. It was not intended to meet the most stringent scale criteria for a glider model but would have to be clearly recognisable as an Archaeopteryx in the air. It took only 8 months to build. The first flight took place in mid-July 2010 at the Interlaken airfield. The model was towed to an altitude of 300 m by an electrically operated towing machine. Markus enjoyed the slow circling and benign flight characteristics during a 30 minute flight and then touched down with extended landing flaps that enabled a steep and yet slow approach. Our Archaeopteryx story ends where it all began – with aeromodelling.



Archaeopteryx model glider of
Markus Rohr ↓



CIAM Flyer 3-2011 ·

www.fai.org/aeromodelling/ciamflyer

Editor: Emil Ch. Giezendanner

Jet Talk

Tomahawk Futura

with James Ellingford

You know what it's like when you see a jet and you just can't stop thinking about it? Well that's what happened to me some time back when I first saw the Tomahawk Futura. Resistance was futile so with a little creative accounting I decided to scratch my itch once and for all and order the goliath that is the Tomahawk Futura.



The day of arrival couldn't come soon enough and once in hand my trusted friend Phil and fellow jet tragic and I, carefully unpacked the contents to reveal what was a massive jet. How could I have ever thought this jet was odd, weird or ugly? This jet was a beautifully crafted model with sleek lines, scale and size that no photo, however well taken, could do justice to.

While I appreciate some people prefer smaller jets, for me, the bigger the jet the better. After all when you come from a country as large as Australia where floods, fire and creepy crawlies

are big, then it is only a natural progression to have big jets. The Futura is a monster towering over similar sized jets due to the nature of design, width of fuselage and its overall height.

Once inside the workshop a thorough inspection revealed magnificent glasswork matched by excellent quality materials throughout, from the GRP skins to the true aircraft grade plywood. It is great to finally deal with a company who can not only tell the difference in plywood, but who actually insist on only using only the very best. The fuel tank for the Futura is manufactured in-house by Tomahawk, as is the hopper tank



which comes complete with a 10mm landing around the body which makes mounting very easy. In fact, even the main tank comes with a mounting system that allows installation to be complete within 10mins, No joke, it is that quick and easy. Anyone that has built a few jets knows that the fuel tank installation can be a huge bottleneck in the assembly process and ashamedly I find that sometimes I am left with no other option than to use silicon to permanently install the fuel tanks

into position. Not so with this jet. Futura's clever designed fuel tanks and mounting system means that they can also be removed just as quickly as they were installed making serviceability a pleasure instead of what can be a painful task.

The chosen engine for this project was the mighty Jets Munt 160K and, as such, the installation was as easy as it gets. Again, there is just so much room that you can mount your ancillary engine equipment anywhere around the engine compartment and be fooled into thinking you have inadvertently left some components out as once installed there is still enough room to mount another.

The flying surfaces on the Futura are Kevlar embossed with live hinging except for the rudder which uses a removable full length hinge pin. Also another nice little time saver from Tomahawk is that all servo mounts came pre-sized and ready to accept standard sized servo's.

With this build I decided on a different approach with regards to the power system. Most jets this size end up with regulated power boards and multiple batteries, but I wanted to retain the multiple batteries for redundancy but did not



want to use a regulated power board as the power demand from the servo and electronic setup used is well within the rated capacity of Orbits Powerjack married to a single Futaba 6014 2.6Ghz receiver. Dual Duralite A123 batteries supply unregulated power via 2 Fromeco Zodiak switches. For those that do not know anything about these Zodiak switches, I have to say they are a nice piece of kit and essential when using A123 batteries in that the switch incorporates a

milliamp/amp counter which does exactly that, continually measures the draw on the batteries so the user knows exactly what battery capacity is left before every flight.

The all up weight of this Futura came in at a very respectable 18kg/39.6lbs, so when powered by your typical 160 class engine a 1:1 thrust to weight ratio exists. Not bad for a jet this size.



Sitting at the end of our 1000ft east west grass runway, the Futura, with her flaps set for takeoff, had an incredible presence even though I was standing some 250ft to the west of her. Final check to the west that the runway was clear it was now time to fire up the Jets Munt and find out how the Futura would fly. As the aircraft built up ground speed it was instantly noticeable that I had fantastic rudder/nose wheel control as slight corrections were required. As speed continued to build a little elevator was fed in and she lifted off the ground with such grace and beauty that I could hardly believe my eyes.



"Wow", was my initial thought at the 40 second mark. "Its flying almost dead straight". One click of right aileron and the Futura was flying perfectly straight and level. "That was too easy", I thought to myself. "Let's see how she performs a roll". Hard right aileron was added and she

rolled, not barrelled, but rolled perfectly on the horizontal axis. Left roll, again perfect.



“Wow, this was too good to be true” I thought as we hit the 3 minute mark. At this stage I usually get the aircraft up high and perform a basic stall to see what she does. So up the Futura soared responding perfectly to my inputs and off with the power. A little up elevator, more, more, and the Futura started getting light on the sticks, more up elevator, then bingo, she stalled very gently and I do mean gently dropping her nose and a wee bit of wing. Recovery was a simple matter of neutralising the sticks allowing her time to build speed, powering up and flying away. Again, wow was the only thing going through my head as this jet was shaping up to be the best flying model I had ever flown.



Slow flight was a walk in the park and the Futura was stable throughout. No nasty surprises, no biting, no letting go in turns, no bouncing in the air and simply no other movement other than

what I asked the Futura to do via my radio. It was now time to prepare the aircraft for landing. I lowered the first stage of flap and as nothing really happened, other than the aircraft slowing down, seconds later, I lowered the gear and the final stage of flap.

The Futura during the landing set up phase behaved beautifully. With flaps out and gear hanging down below waiting to be reunited with the ground my confidence in her grew. As the Futura has massive flaps by any measure power



is added to simply and easily adjust the decent rate. Flying along, late downwind I felt very confident that my Futura would behave as requested and do nothing untoward. Turning on to base and then final I slowly reduced power until I was centre with the runway. The Futura flared beautifully and landed so well that I would have to say it is one of the best landings I have ever done.

The Futura 2.5 metre jet is the Holy Grail I have been searching for, for many years. It is a jet that I would highly recommend as both a basic trainer (first jet) through to an advanced fully aerobatic model. The aircraft's flight envelope is truly remarkable as it moves through low flying speeds to high speeds with guaranteed predictability. The only sadness is that I doubt any other model I fly in the future will even come close to the flying characteristics and performance of the Futura. The Futura has got everything right.

"Jets Over Fraser Island"

Joseph Frost

June 30th to Sunday the 3rd of July, Maryborough RC Club staged their second "Jets over Fraser Island" which is now becoming one of the major gatherings for jet modellers in the country. Last and this year meet became also as a public event which is well promoted



throughout the area by the local media and it attracts thousands of spectators. Lots of local businesses support this event by providing help in every form without which, gatherings like this would not be possible. Extreme Hobbies from Brisbane, local Simitar Down Under and Toy World of Harvey Bay were the main sponsors donating attractive prizes. Local Fire Brigade and SES provided their services in man power and equipment to run this event safely, Handy Hire provided huge generator to run the small "city" and there were quite few streets among all the



caravans and mobile homes over the period. Richards Transport provided two huge semis so pilots had a safe place to store their precious

models overnight and the club also has a large semi enclosed covered area for model storage so pilots don't have to disassemble their models during the 4 day event. Ergon Power did all the electrical hook up and provided lighting throughout the flying field. The local Council prepared access roads to the field as there was constant traffic flow of some two thousand visitors. Thursday was the first flying day but due to the extremely cold and windy conditions only few brave ones took their models up but the next three days conditions settled to almost ideal with some 10 knot wind averaging, on occasions changing directions so both cross runways were used as needed. The main strip is some 250 meters long with additional run off on one end and the shorter 150 meter cross



runway was even long enough for Chris Dawson to safely bring down his spectacular "F-18" at some 25 kg AUV after a flame out during his breathtaking flying demonstration featuring also the smoke effect. Using the full flaps in his daring 270 degree approach turn he still managed to stop 20 meters short of the fence. At the end of the meet pilots agreed on calling all successful dead stick landings "DAWSON".

There was only one flyer managing to trim the wings of his "F-16, Falcon" as he overshot and went through the fence during the hot landing. The width of both strips is some 50+ meters so I find you can always align your model in case of slight wind deviations. I personally love flying at this facility finding also all approaches obstacle

free. There is also large shade cloth covered pit area with some power points that I have found very useful while being only one of few pilots flying EDF's with large capacity LIPOS being constantly on charge. 34 pilots registered this year and each morning before official flying there was a briefing on safety with the decision made that only 3 models were allowed in the air at the same time. This unfortunately created some delay for a few anxious pilots with constant line up but it was great for the spectators as there was nonstop action during the whole weekend. Brian Carson, a very experienced and knowledgeable modeller and pilot himself spend each day with microphone to his lips doing all the commentary and entertaining the public. Job well done and my sincere sympathy to your vocal cords. There were some 50+ jet turbine powered models of every size and the shape from the own design scratch build models to the latest ARFs, almost all of them being flown throughout the event.

Every now and then there was also time allocated only for smaller 70-90mm EDF foamies to entertain the public also giving them some inspiration and idea about the entry level towards this hobby. Team from the Xtreme Hobbies had a full variety of these models on display also demonstrating its capabilities with the latest very lively thrust vectoring models. There were also few demonstration flights with large 1/3 scale IMAC, 3/D aerobatic models and 3D heli demo to break the rule and make it more interesting. At one stage there were three 1/3 scale 100+cc IMAC models up at the same time doing spectacular demos and this was the only time during the whole event the sky blackened with a short shower resulting, but even that did not stop the show going on. Sunday after the lunch there was a brief presentation of some donated prizes and few kind words and thanks to everyone involved in staging this wonderfully event I have enjoyed tremendously. Few of us travelling long distances back home started to pack up but the flying action continued for others deciding to stay longer. Many Thanks to all members of Maryborough RC Club for their camaraderie and hospitality and I'm looking forward towards next year Meet.



Jason Starkey an organizer of annual Temora Jets in NSW with his large "BVM Jets, King Cat". Awesome performance with Jet Cat160 power unit reaching speeds of 400km/h. Jason made his first trip to this event on the full size airliner while stuffing his model to Bob Browns "VW" who had to drive up some 15 hours all the way from the Blue Mountains.

David had a great time spending most of the weekend fixing up the landing gear on his spare "Panther" which he was flying throughout the



meet after his # one model was stolen last March from his car (less wings). Stolen in Lithgow, NSW. 72 inch Zirolli/Panther, with TJT 2500 turbine ser.# 9. Navy blue/yellow/red colour, ZZ34 markings. Any info, please contact David.

Airline pilot Max Jamieson and his son Ben with their colourful "Eurosport" preparing for their demonstration flight. Model is powered by Jet Cat 120 logged some 50 flights up to date.



Slight misfortune, during Saturday morning take off, my turbine powered foamy ended in abrupt stop as I have managed to stuff my 10 inch long CofG nose probe fully into the ground! Combination of bit nose heavy, very short landing gear, cross wind, hump in the strip and total carelessness on my part caused this clean break. Fortunately had two very enjoyable flights earlier on Friday as I have built this model specially for this Event. At the end of the Meet I

was humbly honoured by being presented "Technical Achievement" trophy for my foamies effort. Damage was repaired on my return and the model flown again few days later after some improvements by extending the gear with more positive angle and safer ground clearance. I'm



currently working on much larger version powered by PST600T turbine which I have intention to fly at this Event next year.



A few more pictures of Neil Shackleton's superbly turned out "Foamie" Corsair.

Photos via Dave Lewis (WPMAC)



The Story of that Invincible "Bloom's Tomb"

As related by J. C. Van Bloom on the 28th of March 1993

Submitted by Stanley J. Wyglendowski, October 30, 1993

Sourced from <http://406thfightergroup.org/memories.php>



During a phone conversation with Col. J.C. Van Bloom, USAF Retired, I had asked him if it was true that during WWII in a period of approximately one year, he had a total of five P-47s assigned to him; all of which carried the name and the trademark of "BLOOM'S TOMB".

To this, Col. Van Bloom answered, "No" — "There were actually nine (9) P-47s that sported the name of BLOOM'S TOMB." He then proceeded to relate the following facts.

The first P-47 assigned to him at our new base in England, #ALG417, was a Razorback P-47 which, on returning from a mission over Europe on 8 June 1944, under the control of Lt. Elmo Hall, cracked-up upon landing, due to a faulty hydraulic system on the left wheel. Pilot walked away, uninjured.

The second P-47 sporting the name BLOOM'S TOMB, a P-47D-42-8473, crash landed on French terrain under German control, on 29 June 1944. Lt. Levitt C. Beck who was piloting that plane, escaped from that crash relatively unscathed, and with assistance from a young Frenchman, escaped from the enemy. L.C. Beck remained hidden by the French Underground in the attic of a French cafe, in the small town of Anet; while that French Resistance group planned and arranged for Beck's possible escape and return to friendly territory.

On 10 September 1944, while supporting Gen. Patton's advancing III Army, Lt. "Ike" J. Dorsey III, flying another P-47 with the name BLOOM'S TOMB, was hit by enemy flack and crash landed that P-47 right on the front line, between the American and German troops. This pilot also escaped injury, and with the help of an American Infantry Noncom, also escaped being captured by the enemy; returning to the 514th Fighter Squadron two days later. Incidentally, the plane that "Ike" was flying that day, was one that J.C. did a little experimenting with. He had the tips of his propeller blades, and a few feet on the end of the plane's wings, painted red. The purpose of this was to make the plane appear somewhat smaller, in hopes of possibly confusing the enemy.

On 17 December 1945, Lt. Donald O. Dorman, Jr., flying still another BLOOM'S TOMB, a P-47 D28 44-20081, was hit by enemy ack-ack, and had to bailout of his plane over enemy territory; ending up a POW of the German Army. This accounted for four BLOOM'S TOMBS that were either severely damaged, or destroyed.

Four other such aircraft assigned to this pilot, were replaced when they were shipped back to the Replacement Depot for major overhauls because of extensive flack damage (such as approximately seventy five holes of varying size in the fuselage), and other equally serious problems.

Every aircraft assigned to the 514th Squadron, carried a large "07" painted on each side of the fuselage. The 512th used the markings "L3", and the 513th used "4P" to identify its aircraft. Besides these markings, each plane was also assigned a letter of our alphabet which identified

that one specific aircraft. Thus, Col. Kelly's P-47 carried the Squadron markings "07" and also the letter "Q". J.C. Van Bloom's carried the "07" with the letter "R" while the BIG ASS BIRD, a 513th P-47 assigned to Howard Park, carried his squadron's identifying mark of "4P" and the plane identification letter "S". I'm not sure just how the Squadron's identification letters and numbers were awarded, but the plane's identifying letters were awarded by "Luck of the Draw". Thus, through this means, J. C. was awarded the letter "R", with which to identify his aircraft.

After a number of serious accidents had befallen some of BLOOM'S TOMBS, and enemy artillery and gun fire damaged others — sufficiently to require replacements — the Squadron



Operations Officer suggested to J. C. that, perhaps he should change the identifying letter "R" on his plane, to some other letter in the alphabet. Such a change might counter the plane's bad luck and since this was a relatively easy change to make, there was little sense in tempting fate. However, J. C. refused to make that change, insisting on holding on to his "luck of the draw" letter "R", and after a while, this matter became a highly sensitive and hotly debated issue. The dispute was finally settled by a compromise that "saved face" for both sides. J.C. Van Bloom allowed a bar to be placed under the letter R, making it "R̄". That is what one might call — Creative Diplomacy.

The original "NOSE ART" on BLOOM'S TOMB depicted a pilot in a flight suit, sitting on top of a winged flying coffin, gliding through space — while thumbing his nose (at the enemy, so I'm told). All this against a background of a white, puffy cloud. This same basic design was displayed on eight of the nine planes assigned to J. C. It seems that the artist, S/Sgt. Sam Mickwee, our Squadron Intelligence Department Chief, got just a little tired of repainting the same design, time and time again; feeling certain that in a few weeks, it would only again vanish. Thus, on the 9th P-47 D 433353, he painted a picture of a TOMBSTONE, with that recognizable phrase BLOOM'S TOMB underneath it.

Here are a few other novel and creative ideas that J. C. Van Bloom came up with for his numerous P-47s. He had his guns so wired that he could fire either all eight machine guns at one time, thus spewing out up to 6,400 calibre 50, rounds per minute; or (if the target so dictated), by flipping a switch, fire just the four outside guns, thus saving valuable ammunition. In addition, he had his 4 outside machine guns harmonized so as to converge at a distance of 400 yards and his four inside guns to converge at 400 yards. This arrangement gave him additional flexibility in range.

J. C. also had, at one time, specially designed pipes fastened on to the plane's wings so as to give off a louder whistling sound when the plane went into a dive. I don't believe J. C. ever had an opportunity to interview any of the enemy troops on the ground, to learn just how effective these "wing flutes" of his were.

And here's the connection. Read more next month



Crash Etiquette

A thoughtful (or is it tongue in cheek?) piece that's been about for quite a while - this version sourced from Hoosick Aeromodellers (NY USA) website (http://www.hoosickaeromodelers.org/html/crash_etiquette.html), although I have taken the liberty of "Australianising" it by exchanging snakes for than poison ivy.

While bent over your model tweaking the needle valve, too often you hear "I ain't got it...," followed by a low frequency thump. Usually, several expletives will be inserted, some used imaginatively.

A hand-crafted masterpiece of airframe miniaturization crammed with state of the art electronic equipment and powered by an exquisitely machined engine is no more. The pilot, who is frequently the builder/owner, has made an unscheduled landing or has discovered the radio in his hands has a greater range than the eyes in his head.

Your immediate problem is how to react. Generally, it is considered bad form to immediately ask if you may borrow the pilot's glow plug battery. Similarly, you probably shouldn't ask if he's finished with the clip.

Any equipment related reasons for the crash you hear are by definition reasonable. Pilot error is too rare and sensitive to

suggest, so don't say, "That's odd, I haven't had any problems on that frequency today," until at least an hour after the crash. Offer to help go look. Don't say, "It sounded like it hit something solid." Note that most lost models are found and returned. Don't ask if he had his name and phone number in the model or wonder out loud if the model hit a house or car.

If it looks like more than enough people have "volunteered" to help with the search, try to weasel out of going. There are snakes and such out there, and seeing a grown man cry isn't pleasant. If the pilot takes a plastic bag with him or comes back empty handed to get one, assume the worst. Actually, in a really bad crash, two hands and a pocket are enough space for everything worth salvaging.

Whatever you do, don't hold a post-mortem on the spot. The pilot probably doesn't want to discuss:

- battery condition
- poor construction
- pilot error
- used rubber bands
- fuel tank capacity
- light blue covering
- model selection vs. pilot skill

As best you can, avoid specifics, sound supportive, and look appropriately grave. You'll no doubt want the same consideration some day.

Club News

Where are we Going?

(In response to the President's invitation for comment)

Ian Cole
Secretary
Cowra Model Aircraft Club
41 Evans St
Cowra NSW 2794

Regards: MASNSW Email Bulletin 2011 2012-001.docx

Hi Bob,

Thanks for the invitation to input some ideas into these important issues. Unfortunately none of Cowra MAC's executive is available for an August meeting so I have put my suggestions in writing.

Even as a small rural club all the issues raised are significant. Surprisingly perhaps, finding suitable fields is difficult and while noise is not an issue on our current rural site it could be if we moved closer to town or if non-farming people buy close to our field. We are also aware of other people who fly models but who don't want to join a club. At present these people fly on farms but occasionally we get queries from council regards non-members who fly in public parks. Yet as a club we welcome new members with open arms and offer trial flights, model inspection, trimming and advice and flight instruction free of charge.

While we are happy to plug away as usual but I offer the following thoughts as to how MAS and MAAA can help.

I think we are really only trying to answer two big overlapping questions;

- 1) How can we bring into the membership fold those who are only casually involved in the sport at present?
- 2) How can we be taken more seriously as a valid sporting organisation in the mind of the public as well as by all levels of government (and so get the necessary support)?

Historically both MAS and MAAA have been far too passive in responding to these issues and neither clearly articulates a progressive vision for the sport. Yet if we want to appeal to the 'hearts and minds' of this everyday modeller, the communication of a 'vision' that includes them will be especially important. If we want local government support for flying fields etc. then they need to be shown how we make a positive contribution to society and nation.

I believe priority should be given to significantly raising the profile of the sport in the media (see attachment). We also need to effectively communicate who we are, what we do and what MAS/MAAA/local clubs offer to prospective members and to all levels of government. If we can't answer these questions clearly and proclaim them loudly we will never convince others of our right to the resources we need or attract enough new members to keep us viable.

Perhaps the time has come to consider the appointment of specialist media and sports development officers and to take time to develop the strategies and structures that will take our sport into the future.

Hope this is the sort of input you require, we are happy to talk through these proposals if you require. Best wishes for the August meeting.

Regards, Ian
Ian Cole

Attachment

Raising the profile of the sport

Let's be honest all aeromodelling organisations at present (with some rare exceptions) have a low profile and make no real effort to engage the public. All sports compete with each other for resources and members. We can't just assume that councils will fall over themselves to give us scarce resources because we think we are 'good guys'. We can't keep on expecting young people to come through the doors because we hope they will: I suspect the age profile of current members shows we can't.

While publicity and membership drives have traditionally been a club level responsibility, expertise and resources are often constrained at this level. Also, some clubs (and members) actively discourage membership and so work against the wider aims of the sport. However, where clubs do generate significant interest, these benefits are only realised at the local level.

Both MAS and MAAA (even more so) are better placed to raise the profile and status of the sport and deliver a more comprehensive vision for clubs to follow. At present both appear flat out serving the current administrative needs of the organisation. They are inwardly focussed, serving the needs of club administrators, inspectors, competitors (e.g. MOP, calendars etc.) and people who are already members and who know the club system. Both official websites of these organisations which should be the public face of our sport and the first point of contact for new generations of Aeromodellers are not friendly to the uninitiated and do not have content that younger members can relate to. Additionally, they do not answer the basic questions; what is aeromodelling? what are our aeromodelling achievements? (who are our heroes?) why is aeromodelling an important sport? why they should get involved and how to make the first step?

Two examples of the potential for the better use of information we already have: 1) I gave a talk to local Rotary a few years ago and went to the MAAA website to look for information on how well Australian aeromodellers had done in international competition. As you know the answer is that they have done extremely well. But the information was somewhat buried in various reports and it took a lot to pull the story together. I only went looking because I knew it was there...somewhere. 2) Parkes Club was granted a lease on a run-down community facility and flying area facility by Parkes Council. This was done up using funds from the Department of Sport and Recreation and is now a top facility. Why don't we use this information to promote our sport and encourage other councils to come to the party as well? So much more could be done, with videos, interviews, press releases, etc. but it takes vision, expertise, time and a budget.

MEMBERS WANTED



APPIN SPORT AEROMODELLER'S CLUB

Become a member at our Club which has an open, spacious flying field available, every Saturday, Sunday, Wednesday and Friday.

Situated near the township of Appin just 30 minutes from Liverpool, is Appin Sport Aeromodellers Club, just south of Appin, on Wilton Road.

We have off street parking for 20 vehicles, Toilet facilities, and a 6 metre x 8 metre awning to provide protection from the elements.

Our flying facilities cater for fixed wing power, glider and helicopter. We also have a club trainer and instructors to assist in teaching trainees, and we have buddy box radios and cords for all the popular makes of Radios.

For those wishing to venture into electric flight, but are somewhat confused by what to buy, we have numerous members who have successfully converted many IC aircraft and are always willing to offer assistance to those wishing to convert to electric power.

Contact Mark on 0400 351 180 / mark.pilling@itwpf.com.au

Upcoming Events

Manilla Slopefest 2011

**Mt Borah
Manilla NSW**



Proudly hosted by :
Fly Manilla www.flymanilla.com
and presented by Western Sydney
Slope Soarers & NSW Slope
Soaring Association



16th to the 25th September 2011

Join in for a days flying or a full week of friendly get together of like minded enthusiasts at the world class slopes of Mt Borah in Manilla NSW (Just North of Tamworth).

Events include:-

PSS models
Combat
Man on Man racing
Outlanding Comp
Flat field flying
Twilight Events



NO ENRTY FEE due to the generosity of our sponsors:-

Off The Edge <http://www.offtheedge.com.au/>

Falcon Gliders <http://www.falcongliders.com.au/>

AIRSPORTS R.C. <http://www.airsportsrc.com.au/>

Windrider <http://windrider.com.hk>

Dave brown Model Drafting Services laser cutting service short kits from your plan daveb@ix.net.au

Ozskunkworx <http://www.ozskunkworx.com/>

Leading Edge Gliders <http://www.leadingedgegliders.com/epgGliders/index.php>

10kHz Keyboard in operation and all 2.4gig welcome.

CONTACT: Steve Wenban 0437 032 660 or mail to: wsssaus@gmail.com

A local event at a world class location



Scale Rally

Saturday 17/Sunday 18 September 2011
at the TAA Westbrook Field

- * Pilots must have their MAAA Fixed Wing Powered Gold Wings
- * All entries must be a scaled version of real aircraft
- * Competition fee \$5.00 per aircraft
- * Gate entry - pilots free, everyone else \$2.00
- * All proceeds go to the Cancer Council (Children's Section)

Entry Classes

- * Warbirds
- * Civilian
- * Jet/Ducted Fan

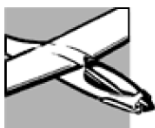
Events

- * Top Gun Trophy
- * Pilot's Choice



Events and Classes Registration Forms available from
Dan Norton - dukenor@bigpond.net.au

Pre-registrations are not required to pre-pay.
Please pay on the day at the TAA field



MMSC

You don't need a high powered glider to compete in F5J



F5J is the new international thermal competition for electric gliders. The aim is to fly for 10 minutes starting at the lowest height possible, but you have 30 seconds to climb to height. You can even fly this event with a Radian! If you have an electric glider that thermals well, join in the new event!

F5J at Picton on 2 October - NSW long weekend

Jointly organised by Macquarie Model Soaring Club and the Australian Electric Flight Association

Data logging devices are required for this event - they will be supplied by the AEFA

Bring along your glider, add a device between your ESC and the receiver and you are in the event

- Location: Abbotsford Road, Picton
- Start time: 9:00am
- Toilets available
- MAAA membership essential
- GPS coordinates -34.15429, 150.597324
- Entry fee \$10
- Bring your own food, drink & shade
- Join in the first trial of F5J

Information:

Rob Watson (02) 9872 4192
Peter Pine (02) 6676 1437

rob.watson@optusnet.com.au
ppine@northnet.com.au

**GUNNEDAH DISTRICT
AEROMODELERS
ASSOCIATION**

**Open handicap glider
Competition**

Point Score Event

Sunday the 9th October 2011

CATEGORIES

2 meter

2.5 meter RES

Open full house

brief 9.30 start time 10 am

Event will be over 5 rounds with spot landing bonus

must be MAAA members

Camping available at field toilet and shower on site

FOR FULL DETAILS

PHONE w 0267420222 ask for Paul or Ken ah Paul 0267421926

FOR MAP LOCATION GO TO OUR WEB SITE

www.gunnedahrc.com

**CANTEEN TO OPERATE WITH HOT AND COLD DRINKS.
PLENTY UNDER COVER AREA**

2011 National Air Races

29th & 30th October 2011

MAS NSW State Flying Field Cootamundra NSW.

(Gundagai Rd 11km from Cootamundra or 26km from the Coolac turn off on the Hume Hwy)

Events: Texan AT6, Thunder Tiger Reno, Golden Era
62cc Reno, Formula 1 and Red Bull.

Pre Entries Required. Entries close 1st October 11.

Organised By MAS NSW and
Large Scale Racing Club of Australia Inc

Note MAAA MOP058 Policy requirements will be enforced.

All competitors (including 2.4) to have a 51mm wide frequency key with their name printed on it, to be used in the control key board.

Further Information and Entry Forms
Steve Norrie 04 1887 4740

2011 National Air Races

Day 1.

Friday 28th October.

Field open for practice from 2-30pm to 5-30pm.

Day 2.

Saturday 29th October.

Field open 8.00am. Canteen open 8-00am

Registration and Processing from 9-00am

Pilots briefing 10.30am

Racing starts 11.00am

Day 3.

Sunday 30th October.

Field open 7-30am

Canteen open 8-00am

Racing starts 9-00am



ACCOMMODATION.

Motels.

Bradman Motor Inn. 02 6942-2288

Cootamundra Gardens Motor Inn. 02 6942-1833

Southern Comfort Motor Inn. 02 6942-3366

Wattle Tree Motel. 02 6942-2688

Camping on field is permitted.



Parkes Miniature Aero Club

Presents

The Henry Parkes Scale Rally

\$ 10 Entry Fee

Canteen Food & Drinks

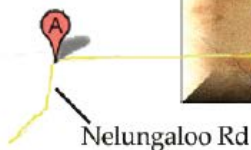
MOP certificate for models over 7kg

15th-16th October 2011

Parkes



Airfield
16 kms from Parkes



Contact: P.M.A.C. - Rob Hart 0417 493 010



November 4th, 5th & 6th
Temora Regional Airport

Expressions of Interest for Entry

Any scale fixed-wing aircraft

(not including ARF models)



Museum Saturday Showcase - Tiger Moth,
Wirraway & Boomerang

*Join the fun and exhilaration of World Class
Scale Competition*



Contact Cheryl Rolfe for more information

TISCscaleClassic

C o n t a c t

0401200870

cheza1954@optusnet.com.au



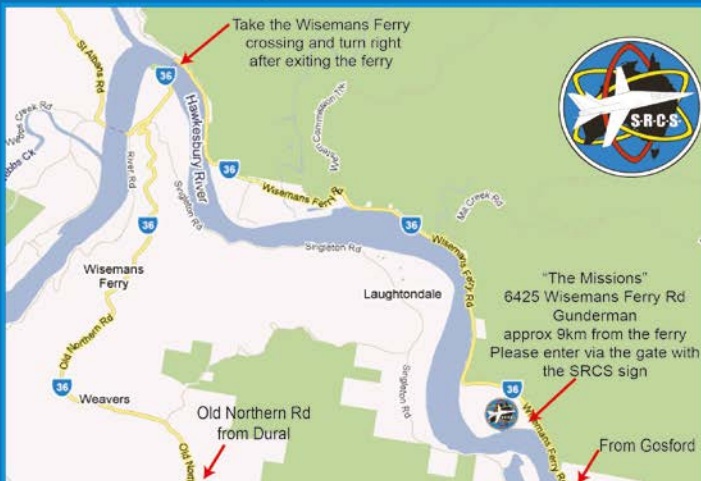
Sydney Radio Control Society The Missions First Anniversary

Saturday 12th November 2011
Gates open at 9am for all day flying

Help us celebrate one year since the re-launch of SRCS at our magnificent new flying field at the Missions

All types of
aircraft welcome

giant models
trainers
scale
fun flies
helicopters
electric
IC
turbines
gliders



\$10 entry fee includes BBQ lunch and a drink!

Enjoy a day's flying with us at the most scenic flying site in the Sydney Basin. All levels of flying skill are welcome, just turn up on the day and fly as little or as much as you like.

No competitions, no pressure, just enjoy flying!

Bring your family along and enjoy a picnic by the Hawkesbury River

MAAA Cards and Permits to Fly for large models must be presented at registration

Full size Tiger Moth and Stearman will be on display!

If you have any questions please contact Mike Close, president@srclsclub.com

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

SPONSORED BY

MODEL DRAFTING SERVICES

CONTACT LAURIE Ph 02 6729 4165





**Deadline for submissions to
Newsletter #339 (October 2011) is
Tuesday 13 September 2011**

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