

MINIATURE 
AERO SPORTS
NEW SOUTH WALES INC.



Although not a model, this "1:1" AutoGyro arrived (unplanned) after the competition was over at the recent TARMAC (Tamworth) Scale Rally

Photo via Richard Exler (TARMAC)



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Diary Notes

Next MAS Meeting: Saturday 15 October 2011 at 4:30pm.
Orange Ex-Services' Club, 231-243 Anson Street, Orange NSW.

Following MAS Meeting: Friday 11 November 2011.
Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Newsletter #340 (November 2011) deadline for submissions:
Tuesday 18 October 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

Don't forget that the next MAS NSW Business Meeting will be held in Orange on Sat 15th October at the Ex-Services' Club, hosted by OMAC Inc. All Club Delegates and observers are most welcome so please, if you can, come along and join in.

Looking at the Rolling Calendar (page 13) it seems like there is barely a single weekend between now and Christmas where there is not an event of some type programmed and in some cases there is double billing. Really good to see and I hope as many as possible can find the time to attend somewhere.

MAAA Newsletter 03/2011 is reprinted on pages 15 through 17. Be sure to check out changes to MOPs and all the other informative notes.

A change of pace in Jet Talk with James Ellingford this month; looking at ducted fan "foamie" jets which may just be more in the price range for most of us. Thank you again James. Any other interest groups out there care to join in?

You may recall the article on the P47 "Blooms Tomb" from last month - well this month we continue as promised with the aeromodelling connection that I found on the web. It seems that Matthew Keenon designed and built a micro electric (9" wingspan) version back in 2001, long before the current crop of micro foamie warbirds. Practically everything (including servos) was scratch built and by all accounts flies well outdoors. Most interesting.

Another of Basil Healy's reminiscences on page 24 turning a Caribou in to a VIP aircraft for the Prime Minister of Malaya (now

Malaysia) - nothing like good old Australian ingenuity.

Plenty on the Club News front with reports from the recent TARMAC Scale Rally and the Illawarra Aerobatic One Day Event. As well, a timely reminder from Joe Frost and the potential dangers of fire when playing with high current and large capacity batteries - are you prepared?

At the risk of being accused of harping on, please remember to send all changes of address (mail and email) to the Registrar Dave Lewis. Dave will forward any new email addresses to me for the newsletter - in the interests of your privacy, I keep no records other than email addresses. Calendar entries also go to Dave but you can send any flyers or advertisements directly to me.

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

Happy flying, Rob M



Miniature Aero Sports NSW Inc

Business Meeting
Workers Parramatta
9th September 2011

Meeting Opened: 8.05pm

Attendance: D Lewis Macksville, R Masters WPMAC, G Atkinson WRCS, B Thrift CVRCMC,
S Norrie SAS, B Bishop CMAC, M Stone HSL, T Nolan ROW, R Carpenter HMAS

Visitors: E Ashley CVRCMAC, B Baldwin CMAC

Apologies: M Close, D Lacey, D deVries

Minutes: An error in the minutes of the meeting in relation to Bronze/ Gold wings,
Wayne McGuiness from CKSMAC, AUS 62083 should be awarded Gold Wings and not
Bronze as recorded in the minutes

Motion that the minutes of the meeting held on the 12 of August 2011 as distributed
prior to the meeting be accepted as a true and accurate record of that Meeting.

Moved: NSW SAS Second: Macksville 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 along.

**The NEXT meeting of MAS NSW (October) will be held at the Orange Ex-Services' Club at 4.30pm
Saturday 15 October followed by dinner in the Club Bistro**

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 Individual Privacy
- ** M 1.2 MAAA Agenda Items for the Flight Instructors conference, due 18 Sept.
- M 1.3 MAAA Heavy model Inspector applications received
- M 1.4 MAAA Executive minutes meeting 3 August
- M 1.5 MAAA Membership/club location information
- M 1.6 MAAA Advice from the Pylon World Championships in Bundaberg
- M 1.7 MAAA Secretary on leave 16 Sept to 3 Oct inclusive

From other than MAAA :

- C 2.1 A Whitby Copy of land owner approval to fly
- C 2.2 D deVries Copy of land owner approval to fly
- C 2.3 D de Vries CASA instrument OAR 175/10 of 1020
- * C 2.4 S Norrie Quote for works at Cootamundra
- C 2.5 M Gray Incorrect mailing address
- C 2.6 G Wilson Seeking assistance re Helicopter Instructors
- C 2.7 MAAA CFI Flight Instruction conference call for agenda items
- C 2.8 M Tulk, HMAS P Chad (25176) nomination for instructions course
- C 2.9 D Mann, PMAC Change of executive officers for the club
- C 2.10 C Natoli Offer of assistance for UAV/FPV policy issues
- C 2.11 V Vickers Account from Workers Club, Parramatta
- ** C 2.12 D Blow, SA(Mildura) Application to conduct NSW Thermal Titles 22&23 Oct 2011
- ** C 2.14 P Goff, RAAFMAC Car Boot Sale, 27 November 2011

C 2.20 **Received completed Large Model Permits to fly forms from the following:**
R Woodcock, G Paton, P Coles, S Kay, C Bryson, M Conner, D Farman, T Panagiotopoulos,
B Borman, P Crowfoot, P Crowfoot, G Nafté, P crowfoot, P Crowfoot, D Slevin,
P Chermshire, P Crandon, R Bullard, N Bentik, D Varian

C 2.21 **Cancelled Large Model Permits to fly forms from the following:**
R Woodcock, Patton

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.

Correspondence Out:

To MAAA:

- C 3.1 Close fields MOU CMAC/SSMAC

To other than MAAA:

- C 3.1 CMAC, acknowledgement of details received for MOU.
- C 3.2 SSMAC, acknowledgement of details received for MOU.
- C 3.3 SSFA, CMAC and SSMAC re R521 at Lucas Heights (ANTS0 site).
- C 3.4 D Blood and CMAC review of turbine endorsement application.
- C 3.5 SSMAC response to insurance enquiry.

Business Arising from Correspondence:

- M 1.1 Copy of the MAAA correspondence to be forwarded to all club secretaries by email, for information and encourage all clubs to check with their membership about the disclosure of personal details on their respective club web sites.

C2.12 Application to host NSW State Thermal Titles 22-23 October 2011, It was agreed there was insufficient time to advertise this event as a State Title. Secretary to advise and indicate MAS NSW will have discussions with the author re having the 2012 event marked as the NSW Thermal Titles.

C 2.14 Car Boot Sale will be advertised in the newsletter and on the web site over the next few months.

Moved: WRCS Seconded: WPMAC Carried

Reports:Treasurer: Bob Bishop

Approval is sought to pay the accounts:

Moved: WRCS Seconded: WPMAC carried

Business Arising from the Treasurers Report:

Three quotes have been obtained for auditing MASNSW books for 2012.

Bell & Partners \$2400 + \$45/month accounting system hire	\$2,940.00
Crimmins & Co (current Auditor)	\$2,750.00
Dant Accounting	\$2850.00

Motion: "Crimmins and Co be reappointed as the Auditors for MAS NSW for the 2011/2012 financial year. Further we request a quote from them for the following year, when they complete the audit for the current year."

Moved: CMAC Seconded: NSW SAS Carried

Reports:

President Bob Carpenter

I have been receiving positive feedback from our members on the discussions and way forward that your executive is guiding MAS. I have even seen references to this new vision in some of the online forums. I am taking this as a positive recognition that it is what our members want to see from MAS and we will be continuing down this path.

Next Month (October) we will be conducting the Monthly business meeting in Orange. Details of the venue and the times will be in this newsletter and will also be supplied to all clubs by email. I sincerely hope that clubs in the area can attend and then you will see your organisation at work.

Saturday 26th November this year will see MAS conducting a display in conjunction with the Defence Sydney Region Children's Christmas Treat. We have been involved in this before and this year we will be inviting all clubs to be involved. Sunday 27th RAAFMAC have accepted the MAS invitation to conduct a social day for all clubs to bring your aircraft and fly and will use this as the venue for a "Car Boot Sale". Details will be supplied in the coming months but this is a great opportunity to clean out the shed and get rid of all those items that we will use "one day". We will be asking all involved to provide a donation that we will provide to a community charity/organisation. I am sure it will allow us to give a positive marketing opportunity and at the same time clean out your shed or buy some new/ second hand items just before Christmas.

I have just been advised that the Top Gun Scale event in Florida next year will have three Australians present. Greg Tracey has been invited for the past few years and now RAAFMAC members Peter Goff and Anthony Ogle have been invited to join Greg. I would like to take this opportunity to congratulate them all and look forward to all the latest information from the event.

Vice President Tim Nolan

There is continuing discussion about Park Flyers and what can be done about them and the risk they present to our sport. At the MAAA Conference in May this year the Western Australian Association (AWA) were approved to develop and run a park flyer program with insurance etc. This developed in response to approaches from local Councils in the Perth area trying to manage the flourishing park flyer models.

They have developed a formula that a park flyer must comply with, be insured, and the Councils will allocate areas for them to fly and they will also be policing it to check the size of model and that they are insured. The policy is significantly cheaper but does not provide the same benefits that we as full members have. The excess is significant and also the restrictions on where you can fly etc.

The AWA is due to report back to the MAAA conference in 2012 and at that time there will be an opportunity to review the program and consider its suitability for a possible role out into NSW or other states.

The MAAA Executive meeting that will be held on Sunday 11 September 2011 will deal with those persons who have applied for heavy model inspector rating. I expect that we will receive formal advice on the outcome later in the week.

Registrar/Assistant Secretary Dave Lewis

Current Year		New to System	Last Year
Seniors	1986	120	1475
Pensioners			459
Juniors	84	17	93
No. of Clubs	91		94
Total Membership	2070	137	2027

Chief Flying Instructor Bob Carpenter

On the weekend of 20/21st August we conducted the largest Instructors course/workshop held in Australia. Our final numbers were 19 new instructors, 2 refresher instructors and 2 observers.

The results of the course show that we have 12 new fixed wing instructors, there are still some outstanding exams to be marked and the Helicopter instructors need to fly their practical test.

When we decided to change the layout of the course in early 2010 we conducted a trial course and since the new format has been the standard we have conducted a further three courses and the numbers are:

Date	New Instructors	Renewing Instructors	Observers	Staff to conduct course
November 2010	9	2	1	4
January 2011	6			2
August 2011	19	2	2	1
Totals	34	4	3	

This is showing me that we are on the right track.

I would like to take this opportunity to congratulate all who have been successful and all those who have assisted in running the courses.

Any feedback on the courses is welcome.

We will be providing the new layout to MAAA at the upcoming Flight Training Seminar in October.

PRO/ State Flying Field Secretary Steve Norrie

A quote for proposed works on the field has been received from Cootamundra Council; this has been entered into correspondence. The road works were added in after the meeting in June and are for information only should we require the road upgrade.

The rules for the National air races have been posted on our web site, thanks Rob. Letters of Invitation to known previous competitors have been sent along with entry forms.

At our last meeting I was asked to create a document re field retention and acquisition, Bob Bishop has obtained some information from Goulburn Council, many thanks Bob. This information appears to be very informative. I will be obtaining information from other councils in order to get other idea's. Over the next few weeks I will start the development of the document.

No other Reports

Motion to accept Reports:

Moved: CVRCMC Seconded: WPMAC carried

Awards:

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

Anthony Jack	SSSFA	49548
Graham Nutt	SSSFA	7440
Stephen Weatherstone	SSSFA	32331
Kristian Thommesen	COMSOA	68096
Neil Middlemiss	SSSFA	36260
Jasmine Cooper	GCAC	73848

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

Corinne Pellatt	SRCS	54650
Glenn Gordon	FFMAC	71537*
Robert Crichton	GCAC	54245
Paul Toohey	BCRF	67349
Geoff Stanfield	HEMFC	67494

* Wings to the club

Moved: NSW SAS Seconded: HSL Carried

Applications received for approval for MAAA Fixed Wing Power Instructors

Mathew Dorling	PMAC	64356
Jason Russ	CoMSOA	47923
Rod Nordsvan	HEMFC	73586
Lionel Carpenter	EMAC	67219
Barry Dennison	SSSFA	64304
Corinne Pellatt	SRCS/RAAFMAC	54650
John Sharpe	BAC	43817
Gary Grant	PRCAC	71511
Grant Wilkinson	DMAC	40506
John Deece	HMAS	71253
Don Bailey	HMAS	67002
Glen Bridgland	SSC	71267

Applications received for Approval of Commercial Model Aircraft Flying Instructors:

No applications received

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

Jason De Freitas	SSSFA	73720
Max Bergmann	SSSFA	73872
Denys Volokhov	SSSFA	71524
Jason Fieguth	SSSFA	73681
Doug Robson	SSSFA	71534
Vasko Serovski	SSSFA	71455
Thanh Vin Nguyen	SSSFA	73854

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

Jason De Freitas SSSFA 73720

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

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

Moved: NSW SAS second: HSL carried

General Business:

The next Business Meeting of MASNSW will be held at Orange Ex Services' Club, 231-243 Anson Street, Orange at 4.30pm on the afternoon of 15 October 2011, location and final timing will be circulated to all clubs and in the newsletter. All Members, Observers, and Visitors are welcome.

Agenda items for the Flight Training Conference in Brisbane 22-23 October 2011. The President then addressed the meeting with a presentation of items being submitted to MAAA for the upcoming Flight Training seminar.

Meeting concluded at 9.35pm

MASNSW 2011-2012 Events

Calendar

(Compiled 05/09/2011)

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

September 2011

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
26-28 Sailplane Expo

Wallerawang Dave Brown 02 6355 7298
Armidale Hutton Oddy 0425 285 758

February 2012

24-26 Heli Heat Wave – Helicopter Event

Wagga Wagga Brendan Tucker 02 6931 1125

March 2012

April 2012

27-28 WWII and Military Scale Event

Wagga Wagga Brian Thomson 02 6922 3941

**MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.**

Newsletter
NO. 03/2011

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MAAA Internet: 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 new and amended documents in the Manual of Procedures:

MOP011 – Allocation of MAAA Funds Policy and Procedure. Amended to include and highlight restrictions which may be imposed by Municipal Councils and/or relevant authorities. Such restrictions will potentially impact land purchase considerations.

MOP024 International Teams procedure. Amended to alter the \$ amount for the entry fee from \$1,000.00 to \$1,500.00 as approved by the 2011 MAAA Council.

MOP025 Pulse Jet Rules. The Pulse Jet Rules 3.2.1 has additional wording to clarify the difference between operations at organised events and general flying.

MOP028 Disciplining of Affiliate Members. Additional clauses now added to remove any possible ambiguity in the current MOP. This was a consequence of discussion with MAS NSW Council Delegates.

MOP058 2.4GHz Equipment. Acceptance of JR DMSS technology. Additional amendments provide guidance on antenna orientation.

MOP063 Dogs at Flying Fields Policy. This policy was produced in response to safety concerns at flying fields involving unrestrained dogs.

MAAA Insurance Excess

The excess on any one Public Liability claim is \$5,000 but this is normally subsidised by the MAAA. In the past members have only been required to pay the first \$250 of any claim resulting from a model aircraft or rocketry incident.

In reviewing the current excess at the 2011 Council Conference, delegates agreed that this did not match present day expectations nor provide sufficient deterrent, and an increase to \$500.00 was accepted. It was also reiterated that Clubs have the ability to contribute to the excess in consideration of individual circumstances, for example juniors. They should also consider indemnifying their Club Flight Instructors against the excess if they have an accident with a student's aircraft. Without this, an Instructor might have reservations in taking over control to try to save a crashing aircraft.

MAAA Just Culture

One of the key elements of any safety management system is the culture which exists around the system. This includes what action is taken against anyone who fails to comply with the requirements, as well as those who report their own, or others safety violations. Without this feedback, systemic and other problems may not be identified before they have lead to a

major incident which could have been avoided if they had been addressed earlier. We all are aware that it is difficult to get people to report on issues and then when they do, the question arises - what do you do with a report if the person involved has breached a rule or conducted an unlawful act? How do you be fair and just without shutting down your reporting culture?

In the field of aviation safety oversight, there is a discipline called 'Just Culture'. A just culture is the set of values, beliefs and systems that creates an environment where individuals are generally not punished for human error (mistakes), but rather in cases of a wilful violation.

The MAAA is committed to a 'Just Culture' as currently used in airspace regulation and enforcement throughout the world, including by CASA. It is however, worth pointing out that in adopting a 'Just Culture', that does not mean that other organisations including CASA, Insurance Companies or the Courts will reach exactly the same conclusion as the MAAA would do internally, or form the identical balanced judgements as a result of any specific occurrence.

Frequently Asked Questions

The Frequently Asked Questions page is now broken up into three sections, one for general questions the second relating to questions and answers regarding 2.4GHz equipment and the third dealing with Insurance. The intention of the FAQ page is to provide members and prospective members with easy access to typical, everyday information, which may or may not be contained within the MOPS.

Flying Instructor Conference

It was agreed at the Council Conference that the Senior Flying Instructors from each State Association should hold a one-off Conference. This will allow the Flight Training Subcommittee to deal with current items before them and look at new ideas in order to provide a guide to future flight training for MAAA.

The Conference has been arranged for 22-23 October 2011 in the Hinkler Conference Centre, within The Quality Hotel Airport International, 528 Kingsford Smith Drive Hamilton QLD 4007.

It is scheduled for the Conference to commence at 9:00am Saturday and conclude at 4:30pm on Sunday.

65th MAAA Nationals

Aeromodellers of Western Australia (AWA) will be hosting the 65th Nationals in Perth from 12 -20 April 2012. The Central point for the Nationals will be the Whiteman Park Flying Field Complex with a number of other events being run at several other locations to the south and north of Perth.

Australian War Memorial - Big Things In Store

For just five hours each year the Australian War Memorial opens the doors of its Technology Centre. This is where the Memorial stores and restores planes, vehicles and equipment used by Australians in over a century of conflict.

Big Things In Store is massive and a rare chance to explore, discover and wander among row after row of vehicles, tanks, trucks, guns and other very big things.

See <http://www.flickr.com/photos/australianwarmemorial/5813290643/> for an overview of what's involved.

This year's highlights include a Sabre Jet Fighter from the Cold War era and a Hudson Lockheed Bomber, currently being restored and ranked among Australia's most complex aviation rebuilds.

'Big Things In Store' is a great day out for family and friends and this year there is a special kids program.

Big Things In Store

Treloar Conservation and Storage Annex Callan Street Mitchell ACT

Sunday 18 September 2011 10:00 am to 3:00 pm

Entry by gold coin donation. Barbeque lunch and refreshments available for purchase. No large bags, tripods or monopods. Closed flat footwear is recommended.

2012 F4C Scale World Championships

The Chairman of the Scale Subcommittee has advised of 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

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 now propose to run a single team selection trial for F1D as indicated. Due to time constraints the previous proposed team trial had to be abandoned. The event will be held in conjunction with the Victorian State Indoor championships. New date and times provided for a single event to determine team places are:

Place: Manningham D.I.S.C. Springvale Rd., Donvale, Victoria.

Date: 18 December 2011 Time: 12.30-4.30pm.

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.

F2A and F2C. 1, 2 and 3 October (long weekend) at Twin Cities, Albury.

World / Continental Championships and Trans Tasman Events Calendar

2011	
EVENT	Awarded to
F3B	China – Lake Xueye, Laiwu Dates: 21 – 29 September
F3C	Italy - Cascina Bianca, Calcinatello Dates: 18 – 28 August
F3D	Australia – Bundaberg Dates: 12-14 August

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

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

Heavy Model Inspectors, and Safety Officers

MAAA MOP 015

- **Heavy Model Aircraft** is above 7Kg but below 50Kg ready to fly
- **Large Model Aircraft** is above 7Kg but below 25Kg ready to fly
- **Giant Model Aircraft** is above 25Kg but below 50Kg ready to fly

Please consider the following case study,

Recently a modeller had a large ARF aerobatic model, designed for a 50cc motor. Not satisfied with the power available it was changed it to an 85cc motor and presented to the club for a heavy model inspection. Some minor modifications were made to the engine mounting and ultimately the model was passed to fly.

This engine was later replaced by a 110cc motor with no additional strengthening of the fuselage or engine mount area. The individual was then advised by his club the model would not be recertified because the new power plant was well outside the design parameters of the aircraft. Further, the model was not to fly at the club field.

This person was also an associate of another club. The model was taken to the other club to fly. Comment was made about the noise of the aircraft and steps that could be taken to reduce the noise. During the conversation the member was asked if they had MAAA Gold Wings (a requirement of this club to fly solo). They advised the club they did not so the member was subsequently tested and passed without issue.

At no stage did any members of the club think to check the heavy model permit against the model to ensure the engine and parts were as noted on the certificate.

The model was subsequently destroyed the following day and fortunately no persons were injured.

This case study is not about how well the person could fly but it raises a number of other issues that we, as heavy model inspectors and club officials should consider.

Clubs should periodically check the certificates of large models in their club, especially those of visitors and associate members who do not fly regularly at the club. When checking the forms confirm with the individual that the model has not been altered since the certificate was issued.

Heavy model inspectors should consider the engine/ airframe combinations and that they are within the design parameters of the model. In the case of ARF kits what additional strengthening work has been done to accommodate a larger engine? Also consider the strength of joiner tubes etc when significantly larger engines are installed.

Jet Talk

with James Ellingford

Nothing Wrong with Foamies! Tomahawk EDF Viper Jet

Recently I have been able to fly the latest incarnation of Tomahawk's, famous EDF Viper Jet and I must say that I was, and still am, totally amazed.

Let me state straight up that I am not a huge fan of EDF's in general but recently that has all changed. I am simply blown away at that Tomahawk EDF Viper Jet's flying characteristics. Its speed, its response and its ability to fly every single aerobatic manoeuvre with precision is simply breathtaking.

The EDF Viper Jet was a runaway success at last year's Jet Power 2010 and sold like the proverbial hot cakes. So, when Thomas, from Tomahawk Design in Germany sent me one to fly, promising that this was like no other EDF on the market I was eager for the kit to arrive.



On opening the box it was clear that the fit of the mould gave no grounds for criticism with many of the features ingenious. All the kit components are of high quality from the matching motor to the high performance speed controller for the recommended 4S LiPo flight pack. This kit is so well designed that it really wouldn't cause even the most basic of builders any problems. With a grand total of ten parts to glue into place the Viper Jet can be in the air in a few hours.

The EDF Viper Jet certainly has a very real presence with a wingspan of 104cm and length of

97cm it's large enough to see when in the air and small enough to fit into any car in one piece. Total weight comes in at a staggering 1.210kg plus battery of 410g makes it light and responsive to fly. The servos I used were 5 x Hitec HS65 with a Robbe Roxxy 960/6 speed controller with Turnigy 4S 3.300mAh battery. The power plant that comes with the EDF Viper Jet is the WeMoTec Mini Fan HET 2W20 motor and boy oh boy, does it pack some punch.



Not being a great fan of building I threw it together in a few hours and headed for the field. With Thomas' words ringing in my ears I was all charged up and ready to see what this baby could do.



The day was yet again another perfect day with a light breeze and clear blue skies. With several of my flying club members present to see its maiden I was ready to go. As this is a hand launched

model I must admit to being somewhat apprehensive as to how to manage everything at the same time but I really needn't have worried as the model simply flew out of my hands and headed skyward. The difficulty, if there was one, was holding onto it as the fan fired up.



Heading skyward and within seconds gaining speeds that are more akin to the real thing than an EDF model, I soon found myself pulling the power off. After a few slight trim adjustments it was back on the throttle and time to put it through its paces. Stall turn, no problem, Top Hat with half roll again effortless, Avalanche, Half Cuban - wow what couldn't this model do? Rolling circle and triangle rolling loops were all performed with some ease. This wasn't a foamie at all. What this was, was a mastery of aerodynamics, manufactured to precise tolerance that only the Germans seem to be able to do, delivering what is a superbly beautiful model to fly and a hell of a lot of fun.

As I often say flying is one thing and landing is another and it's not much good being a great flyer if you can't match it when it counts. So with my timer signalling 7 minutes it was time to back off the throttle and allow this superb piece of kit to arrive back on the ground. Power off and the EDF Viper Jet glided faultlessly showing no signs whatsoever of biting at all. A little like the Tomahawk Futura this was a model that knew how to behave. Touchdown was done at basically walking speed and the model was back on the ground safely.

WOW! What a plane – lucky for me I had another seven batteries all charged up ready to go and yes that meant another seven flights with the EDF

Viper Jet that day. Each and every flight was more enjoyable than the last and each and every flight the EDF Viper Jet performed superbly.

My initial thought was how could this all be possible? What have I been missing? Were all foamies this good? It soon became apparent that referring to the EDF Viper Jet as a foamie is not doing it justice as the EPA foam used in the manufacture is more like concrete than foam. I have seen, felt and flown a few other foamies and even the slightest pressure being brought to bear on the airframe leaves marks and indents which is not the case with the EDF Viper Jet. You could drop a brick on it and it wouldn't mark. Now that is saying something.

If you are looking for a great fun, fast and slow flyer that can do everything your real model can do, and let's face it, do probably a lot more, then Tomahawks EDF Viper Jet should be on your list and on your list now. The model with fan all ready to go sells for A\$339.00 which not only makes it great value but also a great Christmas present!



If you are new to modelling or just want to try your hand with a sexy looking jet then this is an ideal kit for you. If you are an experienced pilot currently flying jets then this is not only a load of fun but a model that can and will hone your skills. Thomas from Tomahawk Design was right when he said this was something special. I guess from now on I know what I will be flying on those days when I can't be bothered hooking up the trailer or when the weather is a bit marginal.

Scratch Built Micro RC Thunderbolt

P-47 "Bloom's Tomb"

By Matthew Keennon

Copyright Matthew Keennon October 28, 2001 (from the web).

Last month we looked at the interesting P-47 "Bloom's Tomb" and I alluded to an aeromodelling connection. Well, here it is – a fascinating scratch built micro warbird; built using traditional techniques long before foamie micros hit the hobby shop (or on-line for that matter) shelves.

- 1/50th scale
- 9.0 Inch wingspan
- Wing area is 12. sq in, .0868 sq ft
- 43 grams total weight (1.51 oz)
- 17.4 oz per sq ft wing loading
- 12 gram structure weight, complete with covering etc.
- 43 mph top speed = 2150 mph scale = 3.0 mach scale
- 2.5 minute typical endurance
- 5 100 mahr NiMh 'double cells'
- 7 gram Japanese iron core brush motor
- Custom propeller
- 3 channels; rudder, elevator, throttle control.
- 4 throttle positions
- Custom leadscrew servo/actuators, open-loop type.
- 60 positions per servo
- Wing airfoil MA409

The plans were based on a 3 View drawing of the P-47 in an aircraft coffee-table book. The model is essentially a 1:1 copy of the drawing in the book. Fuse and wings are scale outlines, the tails are proportionally scaled up by 15%.



The purpose of this model was to have a

micro RC plane that had very good scale appearance and really great flying characteristics. A plane with high enough wing loading so it would track cleanly through the air even in moderate winds, not like most slow-fly aircraft which require dead calm for great performance. Also I didn't want a light weight stick and tissue structure that would not tolerate rough landings and doesn't look scale. I had always liked the look of aluminum Monokote over solid balsa structures for WWII warbirds, so I decided that's the route to take. The goal was an aircraft with a cruise speed of around 37 mph and top speed just over 40 mph. The goals were achieved...this is the most awesome model airplane I've built in my 24 years of model making.



Fuselage is low density 1/32 by 3/16 balsa wood planks over 1/32 plywood formers. Balsa planks are pre-curved by heating them over a brass rod with a Monokote iron. Each plank is custom

shaped to fit into position. Formers were computer designed and are machined on a CNC mill. Formers are tack glued onto a jig to hold precise alignment, until the top and sides of fuselage are planked, then the jig is removed and the rest is planked. Front half of the cowling is carved from light balsa wood.

Fuselage during construction shows top half planked, plywood formers, and jig. Note scallops on the insides of the formers, these are air passages to allow airflow through the fuselage for motor and battery cooling.



Wing is constructed from solid, low density balsa wood, carefully selected, with a 1/32 plywood stub spar. Wing attachment is a magnet at the front and a bamboo pin in the rear, designed for break-away operation. The



wing airfoil is the MA409 which is suitable for this Reynolds number operation. The desired flight speed and average wing chord set the Reynolds number, and then various airfoils were investigated for optimal performance.

Computer generated airfoil templates were used to carve and sand the wing. Tail surfaces are high density C grain 1/32 balsa sanded to a streamlined shape with gray cotton thread hinges.



Tail surfaces are tack glued onto the fuselage only, designed so glue joints break, not the structure. Canopy is carved from solid, low density, balsa.

Shows wing attachment scheme.

Entire model is covered with regular aluminum colored Monokote. The weight of the Monokote was calculated before the model was built, and it was used because it adds high tensile strength to the wood structures, and gives a durable finish. The model was tested in the Aero Vironment MAV wind tunnel as soon as the major components were built, and was later tested in its final configuration.

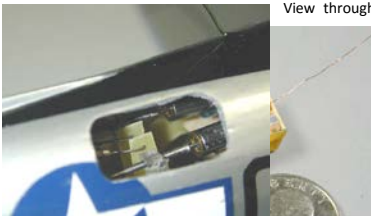
The purpose of the initial wind tunnel test was to determine the lift to drag ratios at various airspeeds, which allowed me to choose the appropriate propeller, motor, and battery pack to fly the aircraft with optimal performance.

View of model in the wind tunnel, looking down the test section to the 40 HP blower. Wind tunnel tests of the early configuration showed lift to drag ratios of around 7:1. This is before the surfaces were hinged, and before the pushrods and control horns were installed.



Custom made dual servo actuator. Uses two 3mm motors and 000-120 thread screws in a jack-screw (lead-screw) arrangement. Servos are fast and accurate and consume little power. Each has about 60 discrete positions. Servos

control rudder and elevator.



View through access

panel on right side. Shows servos

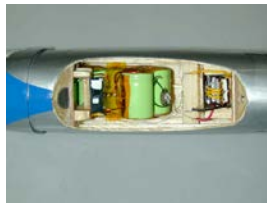


installed in the rear of the fuselage. The servo module is installed through the wing mount opening in the bottom of the fuselage.



Motor and battery are an integrated module, the idea is that these parts are the single

most massive components, and in a crash they can cause the most damage if attached to the lightweight structure. So the separate module can eject straight out of the nose without damaging any structure. This is built with 1/64th plywood and some balsa wood. Also in this module is main power switch and motor control Mosfet. It is tack glued into the fuselage at the very front only.

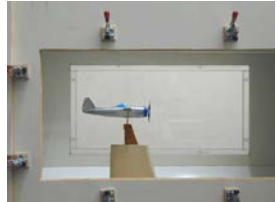


Shows the rear of the motor/battery module after installation. Very fine enamelled wires attach the

motor/battery module to the flight computer and receiver shown on the right. If the

motor/battery ejects, the enamelled wires will break-away.

In the final configuration, the best Lift to Drag (L/D) ratio measured is 6.8:1 with the propeller removed, which is not bad for a small aircraft, and this is also the glide ratio.



While in the wind tunnel, the model was 'flown' by RC to test what throttle setting would achieve level flight, and also showed how much excess lift was available at full throttle. Also the best case flight endurance was tested, by flying the model in the tunnel, with just enough

throttle for level flight, and measuring the total time. This endurance was 4.0minutes. In reality this would not be achieved since power is required to climb to altitude, and also for manoeuvring.



attachment magnet and rear bamboo pin.

Shows wing

Finished model. Enamelled wire antenna, short length for UHF frequency. Carbon rod pushrods, aluminum shim control horns. Control horns tack glued to on top of Monokote so they can break-away. Antiglare black, blue nose, blue canopy are all regular Monokote. Stars and bars, tail stripes, large lettering,



panel lines, nose art are trim Monokote computer designed and cut on a Roland Stika machine. Smaller lettering is computer designed and printed onto water type decals. Fine lines on nose art is hand painted. Boy this thing is small!!



Flying way overhead. Control is very positive. Flies like it's on rails. It can barrel-roll easily. Holds energy in dives and climbs.



Grip body just ahead of wing. Hand launch with gentle push and 3/4 throttle. A little right trim for launch is necessary to keep model from torque rolling into the ground before it picks up speed.

Shows complete system, the micro size airplane and its micro size custom transmitter. The transmitter was built for early AeroVironment MAVs. The transmitter uses Futaba gimbals, microprocessor, digital trim switches and a UHF radio transmitter. The enclosure is a Radio Shack project box. Transmitter has multiple model memories and dual rate controls.

Low pass cruising at a scale speed of Mach 3.0. A police type radar gun was used to measure the flight speed on several passes. The wind speed was subtracted out.



The VIP Caribou Project

Basil Healy

This would have to have been the most unusual project that I became involved with during my whole career at Hawker de Havilland. It was unusual for a number of reasons, namely:

- All of the drawings were done AFTER everything had been made - thereby reflecting exactly what was built.
- Practically everybody who worked on the project had something to contribute to the design. All proposals were considered no matter how outlandish they may have sounded in the first place. Some quite radical proposals were modified into a very practical finished product.
- A "ball park" estimate for the project had been tendered by the Marketing Department without consulting anybody else. Unfortunately for them they had omitted to allow for design and development costs.

My first involvement in the project was when I was told to attend a meeting in my departmental manager's office. There it was that I was informed of the reason for the project and the tight timeframe to complete it. The project arose because the RAAF had decided to withdraw their ageing C-47 Dakotas for service (not again, we've heard this story before!) One of these aircraft had been fitted out as a V.I.P. transport for one of the Queen's visits and was currently stationed at the RAAF base at Butterworth in Malaya. It was a condition of the lease of this base that the RAAF provide air transport for the Prime Minister of Malaya around South-East

Asia, mainly within Malaya. This the old "Dak" had been doing for a number of years. However, if withdrawn from service, a replacement would have to be found, and quickly too! Hence the rush to get the project underway.

The proposal was to have a number of modules, mounted on pallets, which could be quickly fitted to a Caribou when required for VIP duties. This had the advantage of allowing the Caribou to carry out normal transport duties when not required for V.I.P. use and for different aircraft to be rotated through Butterworth as major servicing fell due. A brief description of the requirements was as follows:

- Seating for 12 people (obviously the Prime Minister travels with an entourage!).
- A toilet.
- A galley.
- A storage cabinet for baggage with hanging space for coats.

At this point in the meeting we learned of the "ball park" estimate having been submitted and the guys from Marketing were immediately besieged with questions as to how they had come up with a figure without consulting Engineering, who would be responsible for the design work or us, who had to make it. Not only that but no allowance had been made for design and development costs. At this my departmental manager, who was chairing the meeting, asked how these costs were going to be covered. A deathly silence

reigned for a minute or so, then I suggested they come out of Marketing's operating budget. My manager picked up on this as a good idea and immediately said, "All those in favour?" The marketing people were out-voted about 3 to 1 and so it came about that the Marketing Department bore all of the design and development costs of the project. The meeting broke up with a couple of Marketing people looking very apprehensive. I suspect that we had severely dented their budget for the next month or so.

The next day I raised job numbers for the project, one for manufacture and one for any design charges (development charges). I had a feeling that the latter one was going to be well used. Later that day, Ian MacArthur from Engineering, my old mate Tom Pearse from Purchasing and I took a stroll through the store or company stock looking for some aircraft seats that were supposed to be there somewhere. We eventually found them but along the way found some plywood, unfortunately not thick enough to make the pallets and some aluminium honeycomb panels which were used to make the walls of the toilet, the galley and the baggage cabinet. During this foray into a little used area of the stores we got to talk about how we were going to handle the project. Ian agreed to provide pencil sketches of what was required and it would be up to my "Special Projects Team" to work out sizes and how they were going to put everything together. Any queries were to be addressed to me for resolution and aspects about strength I would forward to Engineering. Ian had calculated that

one inch marine plywood would be strong enough for the pallets provided that it was bolted down to the cargo tie down points in the existing aircraft floor. I expressed concern about bolting the aluminium tracks to which the seats would be attached to the plywood with countersunk head bolts. Note, passenger seats aircraft must be able to withstand a forward load of 9G. Ian said that he would re-check his figures on that point. Later we were to fit large dimpled washers onto these bolts because when tightened the heads started to disappear into the plywood.

The next day the plywood arrived and the Special Projects Team set to work. Using the rough sketches provided by Ian MacArthur they proceeded to mark out the pallets on the cabin floor of the Caribou undergoing servicing. Then with sheets of brown paper cut to these sizes they punched holes in the paper at all the tie-down points. This was then used as a template to cut out and drill the pallets. Two days later they trial fitted the pallets but found that the plywood tended to crush when they tightened the bolts into the tie-down points. After a hasty conference with Ian, it was agreed that 1/8" steel plates be inset into the pallets at all bolt positions (Design change No. 1). Work then proceeded on making up these plates and securing them into place with epoxy. Next the seat tracks were attached to the pallets, the seats trial fitted and then the seats went off to be re-upholstered in a Royal Blue fabric. By now Tom Pearse had located a 24 volt hot water urn and an oven to take 12 trays for hot meals. I had also ordered a "Porta-Potti" for the toilet. The boys on

the shop floor had been cutting up the aluminium honeycomb panels but ran into a problem when they went to bolt them together. The honeycomb collapsed. After consultation with the Fibre Glass Shop staff we were told to cut away one outer skin for about 3/4" around each bolt position and fill the exposed honeycomb with an epoxy/microballoon mix then drill the bolt hole after the mixture had set. This slowed the whole operation down for a day or two until all of the panels had been filled this way. Meanwhile the Paint Shop had applied several coats of Estapol to the plywood pallet and they were looking quite elegant.

By now we realised that there were two items that had to be fitted to each Caribou as fixed fittings. They were a 24volt power outlet for the galley and a rearward facing vent to suck any odours out of the toilet. The first item was just a standard item normally found in passenger aircraft but the second was going to be a problem until one of the Project Team spotted an air-scoop that cooled the inverter bay and suggested one of them reversed would do the job. Further investigation revealed that the Fibreglass Shop had a mould to make this item because they were occasionally damaged while servicing the aircraft with step-ladders. So an order was raised to make one.

By now the seats had returned and were fitted to their pallets and the toilet was just about complete. The galley pallet was complete and the baggage pallet only needed a curtain (Royal Blue of

course!) fitted across the front. Tom Pearce had located some Royal Blue carpet for the aisle and all we needed was an aircraft to fit it all to. A few days later the RAAF flew in an aircraft for this purpose and we fitted 'it out. Some problems were experienced with tie-down fitting locations being slightly out of position compared with the other aircraft, which we measured up in the beginning, but it was a reasonably straightforward fitment.

Then came the "shake-down" flight to Canberra and back, All the people who had worked on the project were invited on the flight. All went well until half way to Canberra when the Loadmaster announced that the oven was not coping very well with twelve frozen dinners and that the hot meal would be served on the return flight, which it was, and very tasty too!

During the return flight , I checked the suction on the vent to the toilet cubicle. The suction was so strong that it would hold the door closed without engaging the latch!

On returning to Bankstown the pallets were all removed from the aircraft and the Drawing Office boys descended on them to measure them up and create the drawings. Then we had to submit them to the Inspection Department for final approval before dispatch.

Sometime later I heard that Tunku Abdul Rahmin, the Malayan Prime Minister, was quite pleased with the V.I.P. Caribou describing it as "very comfortable".

Club News

Tarmac (Tamworth) Scale Rally

Aug 2011

The forecast was for occasional showers and 25 - 30 kph winds gusting to 40 kph. Not an auspicious start for a scale weekend. However, the aircraft had been on charge overnight, the local paper had an article in it and the local TV station had been showing ads for the previous few weeks. Further, on the previous weekend, we had a display in the local shopping centre where we had told everybody it would be on. So

I finished loading the car, made sure I had the prize trophies, and set off. The plan was to have a breakfast barbecue from 0800 on both days so let's hope everyone else was going to make the effort also. I arrived at Somerton (where our field is now situated) at about 0800 and stopped, as usual, at The Roadhouse for my cup of tea to start the day. Whilst the tea was being made I was told that our new sign was ready and did I want to put it out on the roadside? I carried it outside and all I can say about it is, "Boy is it yellow!". I placed it at the side of the road where hopefully, everybody would be able to see it then, driving the last kilometre to the field I noticed that I wasn't the first to arrive. Thank goodness! Scotty Dawson and Brian Kelly were already there, the urn was on, the barbie lit and they were preparing the food. So far so good.

Over the next hour or so, we finished the setting up, the others started to arrive and the barbie started to smell really good. The aircraft appeared out of the vans, trailers and cars and before long almost everyone had a bacon & egg butty in their hands or stomachs. Yum. But, the wind was already picking up so it was decided to start the pilot's brief at 0930 instead of the advertised 1000 even though a couple of the pilots had yet to arrive. With that quickly covered but paying special attention to the local procedures and safety points flying started shortly afterwards.

We were lucky to have Wing Commander Dennis Tan as our judge. Dennis is the Commanding Officer at The ADF's Basic Flying Training School based at Tamworth airport and as such, not only is he a flying instructor of vast experience but, in the past, he has also been the leader of The RAAF Roulettes PC 9 display team and as such we would not be able to pull the wool over his eyes! He graced us with his presence in 2010 and now that he knew what to expect, he would probably not listen to any lame excuses about the weather for any poor performance.

Dennis and his lovely wife Leisa arrived sharp on 1000 as briefed but the flying had already started and he missed the first mishap of the day. The 'electric' boys wanted to get airborne before the wind got too bad and 'Electric' Steve Smyth had already launched his Eurofighter. It took to the conditions remarkably well for a minute or so before a massive loss of performance. After an excellent dead stick landing, there was a distinct smell of burning electrics. It seems the motor was no longer playing and the judge hadn't seen the flight. It was a good job Steve had brought 3 aircraft!

We were surprised by the number of electric entries this year as, whilst TARMAC has a couple of electric members, it is predominantly a died in the wool infernal combustion membership and have been known to suggest that these battery boys should buy smoke and noise generators and then liberally smear their aircraft with oil after each flight! However, whilst doing noise checks during the day, it appears that some electrics are not the quietest! Hmmm, more on that later.

Then for the rest of the morning most of us flew. We had 28 entries of various sizes and persuasions and although a couple of the pilots decided not to fly because their aircraft or their thumbs were not up to the challenge! By lunch time the wind was a steady 25 kph gusting 32kph. A few pilots used the new sealed runway but, as the strong wind had quite a large crosswind component, most of us used the grass alongside. Taxiing was easy as long as it was into wind! Take-off runs were short and again, most of us climbed well into wind



before risking the turn downwind. At height, the wind was very strong but reasonably smooth so most manoeuvres could be completed as long as they were started and finished pointing into wind. The lighter electrics spent about 90% of their time pointing that way! Obviously, the larger models coped rather better in the

conditions but everybody put on a good show with something in the air for most of the time.



Throughout this, Scotty and Brian tried (unsuccessfully) to get rid of all the food because not only had we got the food for the barbecue but most of the wives had been coerced into cooking goodies with the tea and coffee. And, no, it is not true that Richard was seen trying to bribe the judge's wife with Welsh Cakes! At lunch time there was a natural break as we stopped and ate our lunch which was prepared by the Roadhouse. For the spectators a mini show was put on with Darren flying his electric helicopter doing things that defy not only gravity but several other laws of physics as well. After that, we quickly erected a couple of temporary pylon poles and Neil and Brownie raised their adrenalin levels with 3 rounds of impromptu pylon racing.



After lunch, a few of us got airborne again but as the wind had increased further and landings were becoming more stressful (full flap, almost half throttle and a landing roll of 1 metre!) we finished flying early and took aircraft home for changes and any minor repairs. Brownie, as usual, had almost completed his building/repairing/renovation and hopefully would be able to get his Panther airborne on the Sunday. It was agreed by all that we should all be ready to fly at 0900 sharp on the Sunday before the forecast wind got up again.

On Saturday evening most of us and a couple of the families, went to Jo McGuire's for a pleasant evening with good food, good company and the odd sherbet. Not

only did we discuss modelling but I think we also put the whole world to rights.

On the Sunday morning, we started with our second barbie breakfast of the weekend and were ready to fly at 0900. Unfortunately, we are not allowed to fly before 0900 (local regs) as, until 0845, the weather had



been perfect. Brownie decided to get the Panther airborne before the wind got too strong and started the day with a great performance. The jets always look good, sound and smell terrific and, in fact, I think the Panther was the quietest aircraft in the air all weekend. Maybe something for those all-electric fields to think about? After a near perfect flight we all (especially Brownie) re-learned that old chestnut, "No matter what the ground speed is, you must have the right airspeed!" Luckily, not too much damage with the nose wheel mounting to be repaired. This he did but didn't fly again due to worsening conditions and a slightly mis-aligned wheel. However, a good effort Brownie.



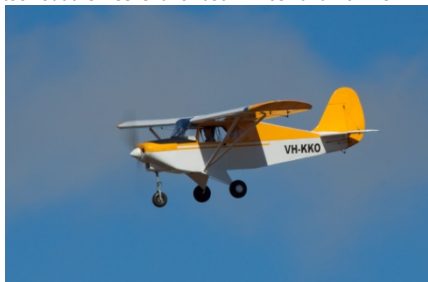
Flying continued until just after 1100 when we had the presentation of the prizes. Dennis Tan had 8 prizes to give out and he certainly gave entertaining and informed decisions. Almost every aircraft got a mention complete with a short narrative and for the first time (at our club anyway) he introduced a new, full size criteria - Airmanship! Airmanship covers a huge area and could include such things as, flying over



the pits/spectator area, blocking the runway, landing downwind but as far as we were concerned it mainly means safety. Following a 'dead stick' he would enquire, "What was the reason?" and if the answer was, "I ran out of fuel." he would mark the pilot down for poor airmanship even if a perfect touchdown was



achieved! Although we didn't have any safety issues over the weekend it made me think that maybe this subject should be included at other club's events as personally, I have been at other clubs where flying discipline leaves a lot to be desired. I would be interested in other members' opinions. However, he did an excellent job as a judge and it was appreciated that it took out the weekend for both himself and his wife.



After the rally was officially over, flying continued with a few non-scale models appearing and also a few more rounds of pylon racing. This time Neil Jewell and Dave Brown were joined by Ken Hartley from Gunnedah with his scale Gee Bee and the spectators were given an even

more exciting episode of the event with the 3 aircraft zooming round the 120 metre temporary circuit. Unfortunately, this event was terminated



earlier than planned when Dave and Ken tried to occupy the same piece of airspace at the same time. We knew it would end in tears as everyone was having so much fun. I think they are still arguing as to who hit who but both left on the best of terms with their bags of bits.



I would like to thank the visitors who came from other clubs because, with their interest and help, the weekend was a success as, after all, a band of modellers got together and had fun flying their aircraft.

Richard Exler
Secretary
T.A.R.M.A.C



Illawarra Aerobatic One Day Event

August 28 2011

Finally the NSW Pattern Flyers get to enjoy a competition! The months of questionable weather had put a dampener on activities with the last event held back in May at Coonabarabran.

Despite some anxiety of the August westerlies being a possibility the forecast was for a beautiful sunny day and calm winds and thankfully they were right for once as the day was GREAT!

Sunny warm conditions with a hint of a sea breeze from the North East, perfect! Especially for the Illawarra guys who were right at home in their favourite conditions.

A goods sized entry of 17 pilots made for a busy one day format so off to an early start a little after 9.00am with Sportsman and Advanced up first.

Sportsman

It was very rewarding to have two new starters in this class, well not quite new as both Phillip Tallack and Michael Cavan have been around aerobatics in previous lives but for those of us who have only been around for 15 years or so these two were newcomers.

Phillip flew an electric powered Sebart Angel and Michael flew a beautifully presented Lotus with glow propulsion and retracts, ahh that brings back some memories. Other competitors were Peter Beresford and Paul McCaw both from the host club and flying electric powered Sebart models.

Advanced

The bold and the beautiful? Not quite but we had three "bold" pilots namely Felix Nieuwenhuizen, Richard Knox and Joe Costa along with the "beautiful" Tristan Berry (is he a teenager yet?). Definitely an all electric class, Tristan, Joe and Richard were each flying the electric 2mtr wingspan Sebart Wind whilst Felix was flying a Sebart Angel (50 size)

Next group up in the air was F3A. There were no Experts flying at this event.

Expert

Despite two being present on the day and working in the background neither elected to fly. In fairness to Peter Amadio I think he had got off an aeroplane only hours before attending the field and Ray Woods was busy all day on the grill in the canteen.

F3A

Nine entrants in this class, alphabetically they were;

- Shane Austin flying a Japanese Proline with YS170 CDI glow motor
- Jason Arnold flying a Spark from Chez Republic with Axi electrics
- Tom Collinge, Tempest from Australia with Hacker electrics
- Brian Dooley, Integral from USA with Plettenberg electrics
- Bill Garrod, Tempest from Oz with Plettenberg electrics
- Richard Hirst, Tempest from Oz with Plettenberg electrics
- David McFarlane, Ballista Evo own design with Plettenberg electrics
- Tom Prosser, Australis own design with Plettenberg electrics
- Doug Tebbit, Black Magic from USA with OS 160FX glow motor.

Despite the good entries we only have enough "manpower" within the attendees to run one flight line so all pilots in each group gradually flew throughout the day and achieved three scored flights each, we did consider a fourth round for the Sportsman / Advanced group and with hindsight probably could have "squeezed" it in, but on the day we elected to stop at the end of the third round.

Conclusion

A great day had by all! The winners were grinners and the rest of us have something to go home and practice. The Illawarra Club provided a fantastic venue with beautifully cut runways. The weather was extremely well organized! The canteen fare was scrumptious and hospitality second to none. A truly great crowd.

If you see any "pattern" pilots at your home field go and say hello to them, there is a wealth of knowledge just within earshot.

Visit the NSWPF website to have a look at the photos or peruse our event calendar for a venue near to you.

Tom Collinge

Safety First – Are You Prepared?



A few pictures of my recent fire at the field just before takeoff destroying one of my 90mm/12S/4.5Kwatt foamies. Fire initiated in the ESC quickly spreading to



two large 6S lipos hooked in series. Unfortunately I did not have extinguisher at hand at the pilot box so I just let it burn making a nice silhouette marker on the strip.



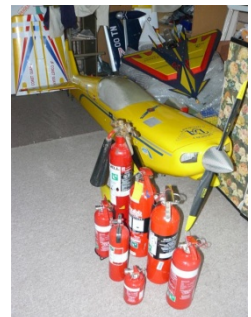
Safety in this hobby is my number one priority so as prevention is better than cure I decided to stage a fire



safety drill, sacrificing my de-commissioned "F-18" to see how effective the extinguishers are in putting out a battery fire. After this experience I invested in a few more fire extinguishers, making sure to have one at hand at all times.

A variety of extinguishers I now always have at hand when playing with models.

Best Regards Joseph Frost.



Upcoming Events



HEATHCOTE SOARING LEAGUE

MILLENNIUM CUP, ROUND 6

2M, 2CH GLIDER CONTEST

MADDENS PLAINS

SUNDAY the 16th of OCTOBER, 2011

9:00AM Briefing

9:10AM Start

Launching will be by light winch (supplied)

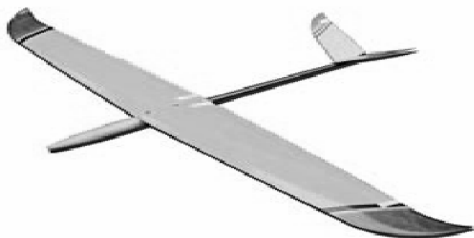
Task is a 6 minute duration flight with bonus spot landing points

If you have a 2m 2ch glider please come and join us. The contest format is quite relaxed and this is a relatively simple task for these single class sailplanes. We would love to see as many as people as possible come along and participate.

The field is located on the Old Princes Highway, Maddens Plains. If coming from Sydney travel south and take the Helensburgh exit to the Old Illawarra Highway, then South past the Darkes Forest turn off and the field is about 1km further, on the right, after the golf course.

\$10 entry fee, plus \$2 for Millennium Cup Series entrants.

ENQUIRIES: FRED LODDEN PH: 02 8576 6431



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

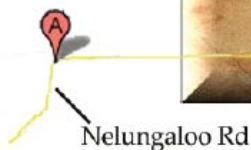
MOP certificate for models over 7kg

15th-16th October 2011

Parkes



Airfield
16 kms from Parkes



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

THE
TEMORA
INVITATIONAL



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



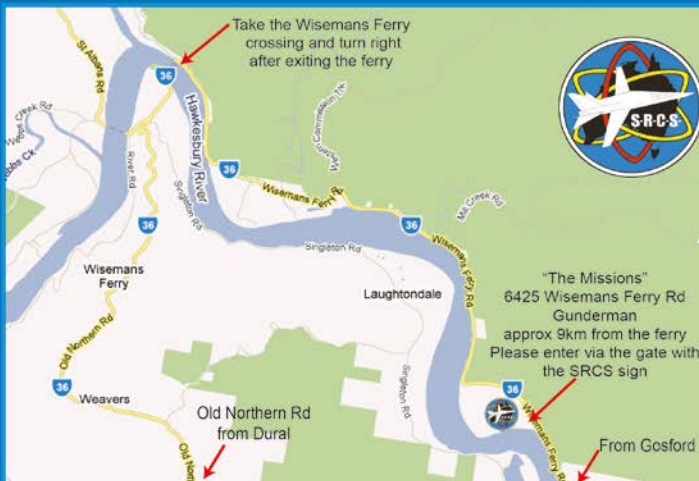


Saturday 12th November 2011 Gates open at 9am for all day flying

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





Camden Valley Radio Control
Miniature Aviation Sports Club Inc.

SCALE RALLY

C.V.R.C.M.A.S Club Field

26th & 27th November 2011

0900 Hrs to 1600 Hrs

Under 7 Kg Civilian/Military



Over 7 Kg Civilian/Military



Sports Aircraft



Unusual & Helicopters

- Entry fee \$10 per pilot
- BBQ, food & drinks available
- All classes of aircraft excluding turbines

Contact: Ted Ashley - 4647 8903
John Rolfe - 0402 102 512

**Bring Your Stuff
4
SWAP & SELL**

**Deadline for submissions to
Newsletter #340 (November 2011)
is
Tuesday 18 October 2011**

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