

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



To celebrate the great bygone era, 41 years of the unique Hawker Harrier

*Oil on Linen by Joseph Frost (BRCF)*

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## Diary Notes

**Next MAS Meeting:** Friday 11 November 2011 at 8:00pm.  
Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

**Following MAS Meeting:** Friday 9 December 2011.  
Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Newsletter #341 (December 2011) deadline for submissions:  
Tuesday 15 November 2011.

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## From the Editor

Another huge issue of 40 pages - thank you again to all my regular contributors. There is however always room for more so please, if you have anything that you think may be of interest to members, either modelling or full size, don't be backward in coming forward.

I've been pretty well flat strap myself for the last few months, between commuting to Darwin with work and visits to the State Field at Cootamundra over the October long weekend. I'm not quite sure where I am. Throw in the October MAS Business Meeting at Orange on the 15th - I always seem to be either on a plane or in the car. Thank heavens that computers these days don't care where they are so I can continue to work on the newsletter at night whilst I am away.

The long weekend at Coota was great, even in spite of the very trying weather. Saturday was raining on and off, necessitating a quick dash out to the runway for a flight and then a race back to cover (after first landing of course). Sunday dawned a real London pea souper but once it burned off it was a glorious flying day until mid afternoon when the rain made an unwelcome return.

Monday was more of the same. The weekend was intended to be an informal fly-in for whoever cared to attend and also saw the signing of an agreement between MAS, the Cootamundra Aeromodeller's Association who under its terms are acting as caretaker. The Cootamundra Shire Council was also involved with the Mayor also signing the agreement. See Steve Norrie's report in the minutes and photos on Page 24.

This weekend was followed almost back to back (between yet another side trip to Darwin) as mentioned above with the October business Meeting hosted by the Orange Model Aircraft Club at the Ex Services' Club on the 15<sup>th</sup>. A general flying session was held on the Sunday morning but it was only the braver souls that ventured out to the runway due to the howling gale (well that's what I would call it). I did notice that it was only the city slickers that were risking it - obviously the locals new better. A great barbecue lunch followed before it was back into the car and home ready for another trip (you guessed it) to Darwin.

I'd been planning to use a photo of one of the spectacular jets provided by James Ellingford for the front cover this month but a last minute email from Joseph Frost produced his fantastic oil on linen tribute to the Hawker Harrier. Apologies James but I just couldn't resist - at least it is a jet and a model is a promise for the next issue. Read more from Joseph as well as his ducted fan version on Page 22.

Jet talk with James continues on Page 16 followed by an interesting full size R/C article with thanks from Alistair Heathcote - more from Alistair to come in later editions.

Other than that, a wealth of events coming up and the "For sale" section makes a return.

As always,  
Happy flying, Rob M

# Miniature Aero Sports NSW Inc

Business Meeting  
Ex Services Club - Orange  
15th October 2011

**Meeting Opened:** 4.45pm

Welcome to the MAS executive from Stuart West on behalf of the Orange club. The invitation to host the country meeting had been arranged by the late Laurie Talbot who had recently passed away. The modelling history of Orange is one of the longest in the state and almost certainly the longest in the country area. In response the President reinforced the value of these country meetings and the opportunity they present for the membership to actually meet the Executive and the exchange of ideas, and to see how MAS really works and that it is not just an administrative clearing house.

**Attendance:** B Carpenter HMAS, S Norrie SASNSW, D Lewis Macksville, R Masters WPMAC, B Bishop CMAC, T Nolan ROW, S West OMAC

**Visitors:** C Hansen, N Barnes, D Reilly, G Hildebrandt, A Mackinney, J Diduszko, D Wright, F Whitehead, J Furness (all from Orange MAC)

**Apologies:** B Thrift CVRCMAC, M Close SRCS, D DeVries SSMAC, P Johnson OMAC, G Atkinson WRCS

**Minutes:** Motion that the minutes of the meeting held on the 9th of September 2011 as distributed in Newsletter 339 be accepted as a true and accurate record of that Meeting.

**Business Arising:** Error in the previous minutes. Bronze wings issued Tanh Vinh Nguyen, (AUS 73854), incorrect spelling of the name.

**Moved:** Macksville **Second:** SAS **Carried**

**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 4-11
- M 1.2 MAAA Flight Training Agenda Items received
- M 1.3 MAAA FW25 Appointments
- M 1.4 MAAA Updated MOP's – Hard Copies
- M 1.5 MAAA MAAA Finance Tele Conference 30.10.11

**From other than MAAA :**

- |       |              |  |
|-------|--------------|--|
| C 2.1 | A Passon     | Enquiry re FW25 requirements             |
| C 2.2 | P Goff       | RAAFMAC to host Car Boot Sales           |
| C 2.3 | D Adams      | GCAC - FW 25 enquiry re self inspections |
| C 2.4 | Feral Flyers | Incident report 14.9.11, Old Bar         |
| C 2.5 | G Hoggard    | CASA notification of HEMFC location      |
| C 2.6 | N Peters     | Gold wings certification enquiry         |
- C 2.20 Received completed Large Model Permits to fly forms from the following:  
LMarchant, B Hill, A Draper, J Consadine, L Wagner, C Stats, Max Jamieson, Phil Giles,  
J Price
- C 2.21 Received Cancelled Large Model Permits to fly forms from the following:  
Nil

**NOTE:** With recent changes to the MOP forms, they are all recorded under the one heading.

- C 2.24 Newsletters Received:  
Bega District MAC August 2011  
Bega District MAC September 2011

**Correspondence Out:**

**To MAAA:**

- M 3.1 Agenda items for Flight Training conference  
M 3.2 Incident Report from Old Bar 14.9.11  
M 3.3 Clarification re copyright – flight training material

**To other than MAAA:**

- |       |                     |   |
|-------|---------------------|---|
| C 3.1 | Darrel Blow         | Possible hosting of NSW Thermal Glider Championship |
| C 3.2 | SSMAC & CMAC        | Close fields agreement per MOP008                   |
| C 3.3 | CASA Liaison        | Following request with CASA re C 2.5                |
| C 3.4 | Mayor, Cootamundra  | Follow up from Executive visit 2 October            |
| C 3.5 | R Pettitt           | Cootamundra Club letter of thanks                   |
| C 3.6 | Free Flight Society | Complaint for investigation                         |
| C 3.7 | M McMahan           | Acknowledgement of complaint received and status    |

**Business Arising from Correspondence:**

- C2.3 There was discussion on the issue of self-inspection and the purpose of its inclusion in the MOP, as some clubs, Orange included have one heavy model inspector. The intent of the MOP is to ensure that another person checks to model just to provide a check that nothing simple has been missed.

**Moved:** OMAC **Second:** WPMAC **Carried**

**Reports:Treasurer: Bob Bishop**

**Business Arising from the Treasurers Report: NIL**

**Moved: OMAC Second: SAS NSW Carried**

**Reports:**

**President Bob Carpenter**

I am pleased to be providing this report at Orange and thank the Orange Club for hosting this Country meeting. These Country meetings ensure that the executive of MAS NSW is not only open and transparent but we also take the opportunity to discuss all the business that MAS is involved in. It is feedback from these sessions, which allows us to provide more information to our members and at the same time ensure that we are catering to the requirements of these members.

You will see in the next issue of the Newsletter that MAS will be conducting a Fly-In and Car Boot sale on Sunday 27th November. I thank the RAAFMAC club for providing their field and facilities for this event. We will be approaching all member clubs to assist in the running of this day. It will be a great opportunity to clean out the workshop, and also possibly purchase something that you really do need.

The day before (Saturday 26th November) MAS is to be involved in a large display to assist the Defence Sydney Region Children’s Christmas Treat. This will be also open to all clubs. Please contact the President if you wish to be involved. These two events will allow members of all our clubs to get together and swap stories and at the same time enjoy flying in a relaxed atmosphere. Our only restriction is that we will not be able to accommodate any turbine models (flying); all other types of aircraft are welcome.

**Registrar/Assistant Secretary Dave Lewis**

Current Year		New to System	Last Year
Seniors	2072	150	1528
Pensioners			466
Juniors	87	19	96
No. of Clubs	92		94
<b>Total Membership</b>	<b>2159</b>	<b>169</b>	<b>2090</b>

**Newsletter Editor Robert Masters**

There are no significant issues, but like all Editors there is a continued request for more photos and contributions from the members. Anything of a full size nature will also be most welcome and considered for publication.

**C.A.S.A Liaison Officer Daniel DeVries**

Applications are continuing to be processed for public display, and request as much lead time as possible is provided. In addition applicants need to ensure the contact information is accurate.

**Chief Flying Instructor Bob Carpenter**

Next weekend 22-23 October, MAAA will be hosting a Flight Training Conference in Brisbane. As discussed in previous meetings we will have three people on our team, myself, George Atkinson and

Martin Cochrane. We have received the Agenda for the conference and we are looking forward to this opportunity to address the flight training issues such as the Instructors Training Syllabus, the Wings system across all categories and levels and the requirements to actually hold Gold Wings or only be Gold Wings Standard. There is also discussion and hopefully a decision on how long an Instructor's qualification is current.

Once again I thank all our clubs and their members for the very positive feedback we have received on the restructuring of the Instructor's Course. It is this feedback which allows us to provide for the changing needs of our people. I will of course report the outcomes at the November MAS meeting.

The new instructor's course has proved so popular that I am already receiving requests for details of the next course. At this stage we are not planning another course this year, however, subject to enough numbers; we will be looking to provide the first one early in 2012.

**PRO/ State Flying Field Steve Norrie**

On the weekend of 1st to 3rd October, the committee travelled to Cootamundra. The purpose of this visit was twofold, firstly to run the first MAS organised flyin at the field and secondly to meet with the local councillors to complete the agreement with the Cootamundra club.

The weather on Saturday was wet but we managed to get adequate flights in between the rain. Sunday turned into a glorious day for flying and the official duties with the council. There were 5 of the councillors in attendance including the Mayor and his deputy, both of whom tried their hand at flying a trainer under the instruction of our CFI. A morning tea was provided by the members of the Cootamundra Aeromodellers Association, very well received by all. The get together gave us and the council the opportunity to discuss our plans for the field and the benefits we are able to bring to the community.

Check the web site for pictures of the weekend.

**Education Officer Mike Close**

Unfortunately due to being in Europe I am unable to present this report personally.

The only real item that I have to report on really should have been provided last month. This that Barry Payne has told me that at the end of July he held another day long course instructing a group of Australian Air Force Cadets at HMAS Albatross on model aircraft building. This included building Delta Darts and then flying and trimming them for scientific studies. Once again, well done Barry for your continuing support to the Education Program.

Motion to accept Reports:

**Moved:** OMAC **Seconded:** SAS **Carried**

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

Stephen Clausen	COMSOA	28368
Paul Stephens	SHMAC	52524
Ben David Baldwin	CMAC	73563
Phil Stevenson	SSC	24231
Graham Rochester	HEMFC	73588
Martin Collins	WRCS	73715
Anthony Bazouni	CMAC	67274



Kevin McEvoy	SSSFA	71378
John Bartram	HEMFC	73682
Andrew Biddlecombe	WRCS	73840
Kelvin C King	WRCS	73937
Clive Durham	DMAC	49508
Robert Bengé	BAC	73832
Blake Barden	BAC	73924
Leslie Bazouni	CMAC	73941
Jason Kautz	IMAC	73927
John Gould	SMFC	25423

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

Mike Exton	WRCS	49977
Ronald Martini	AEMAC	64107
Michael Neuendorf	CKSMAC	12885
Lindsay Ellis	FGLMAC	73735 **
John Spencer	COMSOA	73874
Robert Greenwood	PMMAC	21682

**Applications received for approval for MAAA Fixed Wing Power Instructors**

Sean McCoy	HEMFC	73645
Peter Bons	CVRCMAC	13233
Ian McInerney	CVRCMAC	17561

\*\* wings to the club

**Applications received for Approval of Commercial Model Aircraft Flying Instructors:**

No applications received

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

No applications received

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

No applications received

**Applications received for approval of MAAA Helicopter Instructors**

No applications received

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

John Gould	Shoalhaven MAC	25423
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**Applications received for the approval of MAAA Glider – Gold Wings:**

No applications received

**Applications received and approved for MAAA Glider Instructors:**

No applications received

**Heavy Model/ Turbine inspector Applications:**

Ari Palsson	EHMAC	49868
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**Moved:** OMAC   **Seconded:** ROW   **Carried**

**MAAA Inspector/Instructor Approvals:**

**Heavy Model FW 25**

Tom Sparkes	WRCS	Aus 40227
Don Costelloe	QFS	Aus 17746
Richard Adler	WRMAC	Aus 34339
Peter Goff	RAAFMAC	Aus 38677
Anthony Ogle	RAAFMAC	Aus 42122
Peter Coles	FGLMAC	Aus 64039

**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:

SAM 1788	Old Timers	Wangaratta	Oct 2011
Gunnedah MAC	Pattern	Gunnedah	Sept 2011
NSWSAS	Scale	Richmond	Sept 2011
Gunnedah MAC	Glider	Gunnedah	Oct 2011

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

Motion to accept these awards.

**Moved:** OMAC **Second:** CMAC **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 11/11/2011. The meeting to commence at 8.00pm, (2000hrs), All Members, Observers, and Visitors are welcome.

**Succession Planning and where are we going?** The President addressed the meeting outlining the directions of the current Executive. We are looking to adopt a more open and consultative approach with all stakeholders in the organisation.

**State Flying Field.** Discussion and input from the membership concerning the use and future development of the state flying field. The Executive is looking to increase the usage of the field. To this end for any clubs that want to hire the field it will be made available free of charge, and all clubs are welcome to provide any suggestions to the Executive on opportunities to increase the patronage at Cootamundra.

**Flight training seminar, agenda items, format and possible outcomes.** The President outlined the proposal to change the flight training system to better reflect that the role of the instructor is to teach and be able to communicate with the student. It should not be a flight proficiency test as is currently the practice. There was further discussion at the meeting of other possible issues for inclusion in the flight training system. The issue of tenure for instructors was discussed, and the need to consider this in light of changing technology (buddy box, and new wireless varieties) and the importance of keeping current. The question of examinations was discussed; the new philosophy is to treat the exam as an open book. This is done by the student at home after the course, it is not a memory test rather we want the Instructors to understand the information and the various learning styles/ skills that are involved.

**Land purchase, proposal from MAAQ to buy a field for slope soaring.** The meeting was advised of the role of the MAAA Land Purchasing Committee, and the current proposal before the committee to purchase land that is suitable for very small groups of the entire modelling community, this did not appear to be in the best interests of all facets of aeromodelling.

There being no further business before the meeting, the meeting was declared closed at: 6.20pm.

# MASNSW 2011–2012 Events

## Calendar

(Compiled 20/10/2011)

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

### October 2011

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	04 1887 4740

### 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 & Electric Glider W/end	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) State Championships	Pitt Town	Tom Collinge	0400 403 151
26-27	Sea Planes Lake Wallace	Wallerawang	Dave Brown	02 6355 7298
26-27	Scale Rally and Swap and Sell	Camden Valley	Ted Ashley	02 4647 8903
27	RAAF Richmond MAC Car Boot Sale	Richmond	Bob Carpenter	0438 171 070
27	Sportsman Pylon Racing (Q500 & F400 / F3D)	Marulan	Jeremy Randle	0418 390 446

### 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
26	Australia Day			
26-28	Sailplane Expo	Armidale	Hutton Oddy	0425 285 758

### February 2012

24-26	Heli Heat Wave – Helicopter Event	Wagga Wagga	Brendan Tucker	02 6931 1125
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**March 2012**

**April 2012**

6 Good Friday

9 Easter Monday

21-21 Grand Southern Cross Model Aeroplane Rally Luskintyre Peter Coles 02 6555 3485

25 Anzac Day Wednesday

27-28 WWII and Military Scale Event Wagga Wagga Brian Thomson 02 6922 3941

**May 2012**

19-20 COMSOA Scale Fun Fly Maitland Paul Robertson 02 4946 8334

**June 2012**

11 Queens Birthday

# CIAMFlyer

The Introduction  
to the Modelaircraft World



No. 4 - 2011



Model Aircrafts F1D weighing less than 2 grammes

## Quiet Emotions

### FAI European Championships for Free Flight Model Aircraft F1D

This year, the European Championships in indoor flying were once more held in Belgrade. While flights in many model flying competition categories are getting increasingly faster, longer and higher, indoor free-flight is dominated by a real slow-down culture. This does not at all mean that these models' competition flights are any less thrilling and attractive. On the contrary – the silently circling small aeroplanes with their slowly rotating propellers fascinate everyone.

Record holder Ivan Treger, Slovakia

### Basics

Indoor free-flight models are required to have a minimum weight of 1.2 grammes. The maximum span may be no more than 55 cm with a maximum wing depth of 20 cm. Power for driving the propeller is provided by a

**CIAM Public Letter 4/2011**  
www.fai.org/aeromodelling/ciamflyer  
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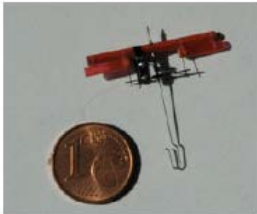
**CIAMFlyer**

rubber band weighing no more than 0.6 grammes. Due to their extremely low weight, these tiny aeroplanes can only be flown indoors. The models fly freely, i.e. without radio control. To prevent collisions, models may be steered using a balloon or a pole. Flights are rated according to time with the two best of six flights entered in the ranking. Whoever has the longest flights, wins. The current FAI world record of 38:01 min is held by Ivan Treger of Slovakia.



**Steering with balloon**

by the rubber. With a diameter of approx. 45 cm, the propeller is huge compared to the plane. It is powered by a 25 cm long highly elastic rubber band. To ensure that propeller torque does not cause the model to enter an unstable flying state during the take-off phase, the wing is appropriately distorted in relation to the rubber tension. Only this highly complex compensation system enables the slow and steady circling climb. The flight circles have a diameter of approx. 10 m. Delicate devices for adjusting propeller pitch in relation to its torque weigh less than one tenth of a gramme!



**Devices for adjusting propeller pitch weigh less than one tenth of a gramme**

## Engineering skills at the highest level

What's particularly impressive is the very low flying speed of only 0.5 m/sec and a propeller speed of only 45 rpm. This can only be achieved with an extremely lightweight design. Building models of this kind therefore requires a lot of experience, concentration and highly developed, precise manual skill. The extremely delicate structure consists of very thin balsawood strips, reinforced with boron fibres. A very lightweight film (0.5 g/m<sup>2</sup>) is used to cover the wings and tailplane. The fuselage and tail boom are made from small balsa tubes. The fuselage must be able to withstand 250 grammes of tension produced

fuselage – require maximum concentration and dexterity. Steering with the balloon, which reacts very sluggishly at great heights, is also much more difficult than it appears. If these directional corrections are not made with sufficient sensitivity and at the right location on the model, they can cause damage or even crashing.



## Sport and art for young and old

Without exaggerating, F1D indoor flying can be described as sport and art for those aged between 8 and 80. It provides a wonderful contrast for young people who are exposed to an increasingly aggressive and noisy flood of information, to a world of monitors and ever more academic education. Working manually, developing a sense for materials and precision are excellent means of education. It is an ancient wisdom that, especially in older people, accurate manual work not only supports the coordination of the musculoskeletal system but also strengthens the brain and spirit. Indoor flying is not just a fascinating sport but also artistic craftwork at the highest level.

## Fascinating contests without any rush

These aeroplanes have to be transported and generally handled with extreme care and without any rush. The smallest of repairs and adjustments before the competition, carrying the model to the launching spot and back are actions that are performed very deliberately, carefully and slowly. Winding the rubber by about 1600 turns – and even more so, mounting it in the





# Jet Talk

## Temora Jets 2011

with James Ellingford

Another year and another Temora Jet Meet, but this year it was special. Temora Jets had reached its milestone 10th anniversary and, as such, it was attended by pilots from most states in Australia who were all there ready to make sure they had a good time. Seventy-six pilots in all registered for the event and enjoyed three days of kero burning action.

The Jet Flyers Association of New South Wales (JFA) did a truly tremendous job in organising the event to make sure that all went to plan and without a hitch. Jason Starky in particular made sure that everyone enjoyed the event and went out of his way to help where he could. Mike and Max from JFA also provided invaluable support to pilots throughout the event.

Temora Jets was held over the weekend of September 23-25th (Fri-Sun) and provided three great days of flying. Now, if the truth be told, the third and final day was a bit of a let-down with winds gusting 50kms per hour directly across the strip, however that being said there were a few brave pilots who took the wind on and won! I, however, was not one of them.

Temora Airport is a fantastic facility with a fantastic aircraft museum, a canteen supplying a never ending range of hot and cold food and a full size runway to boot. What more could one want?



Once the aircraft were all set up on the morning of the first day it didn't take long before the skies

were abuzz with jets and the air filled with the intoxicating smell of burnt jet fuel. Jets of all shapes and sizes graced the air and I am pleased to report that virtually all went home after the three day event in the same condition they arrived which is a credit to all who flew.



Shane Bartlett had with him his usual array of truly sensational models, from his Playboy Black F14 to his new turbo prop Composite-ARF 2.8mtr Tucano and flew all models with precision and accuracy that made one wonder if they were not actually watching the real thing. Jason Starky flew his lovely A4 which not only commands



respect in the air but also on the ground. The A4 for me is a favourite model and his is a great example of what was a very famous attack aircraft.

The first day's flying was met with reasonable weather with the wind coming straight up the strip until about 3pm when the wind changed ninety degrees to deliver a 25km per hour crosswind. That said, by 3pm most had already



racked up three of four flights and were happy to call it a day and make the move to a venue that would supply a little amber fluid!

Day two was simply glorious with big blue



country skies and light to variable winds. Phil Celima flew his mammoth Futura with precision rarely seen. In fact, when coming into land it was clear that his right hand main gear would not come down so when it was time to land he came in on his left main gear giving it a bit of a bounce in the hope that his right hand gear would release. No such luck. So back on the throttle he climbed out and went around for another go. What one needs to realise is that tarmac can cause tremendous damage to the aircraft as they come to a skidding halt so landing with gear up or in this case one gear up is not something one would do by choice. Phil came in again and landed on his left main gear while holding the nose and right wing off the ground. He then used his rudder to guide the aircraft in between the runway lights until he was on the grass where he safely lowered his nose wheel and allowed his left wing to come down. In short, the aircraft stopped and sustained zero damage. To hear about it is one thing, to see this level of precise flying is something else.



David Gladwin flew his trusty Bae Hawk (surely it's time to sell it Dave?) and made it look so incredibly scale-like that everyone at the event was for a moment mesmerized. He also flew his trusty Reaction but the question remains how one man can own one beautifully crafted and incredible scale-like Bae Hawk and in the same garage, allow to be stored this thing called a Reaction. David tells me the beauty is in the eye of the beholder and while the Reaction may not be beautiful it makes up for it with its flying characteristics. I will let you decide – see photos.

Jason Starky flew his A4 on all days and even when the wind started to prove a wee bit challenging he was able to make his landings look like a walk in the park. As I said before the A4 is truly a great looking model. Chris Swaine who is a popular Australian Pattern Flyer has now seen the light and is slowly but surely moving into the jet arena. Chris flew his Comp-Arf Spark which was running a StuMax 110-45 4 blade fan to great effect. In fact, I was so taken by his EDF model that I offered to buy it there and then however, Chris respectfully declined. Chris arrived with another well-known Pattern Flyer, Mr Tom Collinge, who remarked how incredibly impressed he was with all the models and the flying skills of the pilots present. No doubt it won't be long before we see Tom and Chris at more Jet events!

As a hobby we are seeing more and more EDFs coming in to the space but there are fans and then there are fans. StuMax fans are made, designed and owned by a fellow Aussie who is based here in Sydney. Stuart Maxwell is considered a bit of a god in the European and US circles but surprisingly is not that well known in his own domestic market. If you are thinking of an EDF fan unit then you need to consider the StuMax range of products. Stuart Maxwell has forgotten more than most of us will ever know about fan technology and is always available to help. You can read more about the Stumax fans on his site at <http://www.stumaxaircraft.com>



The shy and retiring Prof. Ken Mollison bought with him his new long nose Skymaster Hawk and would tell anyone who would listen in his own way how much he loved it. I must confess that it was a lovely model and Ken flew it beautifully throughout the event. Ken was rewarded for his building efforts with taking out the much coveted



'Best of Show' award and may I say deservedly so. The pictures of Ken's Hawk simple do not do it justice.

All in all the second day brought with it a myriad of pilots flying a myriad of models of varying skill and ability. One thing for sure is that the standard of flying jets here in Australia is very high and unlike our US counterparts we seem to

have a lot less incidents which is a credit to the Australian pilots and all who attended.

Day three brought with it the winds from hell and while I am not personally bothered by wind this wind was like no other. Gusting winds that had intensity like nothing I have seen. That said, it was not strong enough to stop some very brave pilots. Phil Giles flying his trusty Skymaster 2.5m



Viper Jet decided to take on the wind and won. He was one of only a couple of guys who flew on the last day and was, in his own words, lucky to get away with it!



Temora Jets is a landmark event for jet flyers and with its truly first rate facilities and country hospitality make it the most popular event in Australia. Jason Starky and the boys from Jet Flyers Association of New South Wales make it what it is and they should feel very proud of what they have achieved. A great weekend enjoyed by many and you can't ask for more than that!



# De Havilland Queen Bee

In September 2010 I was touring the UK and had the opportunity to visit the De Havilland Heritage Museum that is close to Hatfield – the now defunct home of De H (but that is another story!)

Amongst loads of interesting exhibits and restoration projects I came across a DH82 Queen Bee under restoration. The Queen Bee was a radio controlled version of the Tiger Moth and started life in 1937.

It was devised as a low cost, radio

The Queen Bee was Tiger Moth engine,



controlled target aircraft for realistic anti – aircraft gunnery practice. If it survived the shooting (which was intended by offset shooting), its controller would attempt to recover it for reuse.

wings, tail and landing gear but with an all wooden, Moth Major fuselage. The latter was cheaper than the steel frame/fabric covered Tiger Moth fuse. It also offered better buoyancy in the event of a water landing!!

It was catapult launched but the carburettor was reversed to handle the high launch acceleration. The aircraft could also be pilot flown from the front seat (any volunteers!). The rear cockpit (which was enclosed) housed the radio gear, designed and built by RAE Farnborough. Pneumatically operated servo units drove



the Rudder and Elevator. A four bladed

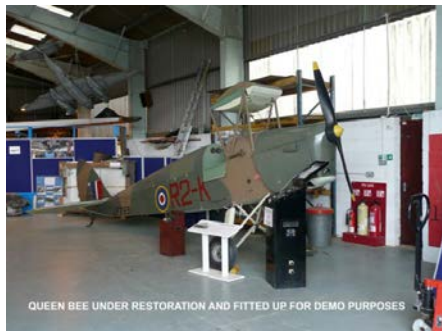


wooden windmill in the propeller slipstream drove an air pump to power the gyro stabilizer unit and the servos.

The Queen Bee was first flown manned at Hatfield in 1935, then remotely controlled at Farnborough later that year. Over 380 Queen Bees were built and operated with the Fleet Air Arm as well as the RAF.

The museum's example was built by Scottish Aviation in 1944. It was acquired in 1986 and is being restored in its original colours and markings. For demonstration purposes a solid state electronic control system has been rigged up from the console. The windmill drives a small generator, the engine is a shell only and the prop is driven by a car starter motor! I don't

think it will fly! The pics do convey how basic the system was but by all accounts, it



proved to have value in training gunners. No one at the Museum could give any training statistics and I have not been able to find any elsewhere. The only complete aircraft is at RAF Henlow (in the UK). The photo shows it at Little Gransden as converted to a two seater. Note the plywood fuselage which is the giveaway.

I am glad we made progress in the radio control field although some of us will remember the primitive days!



Alistair Heathcote  
*Secretary of the New South Wales Scale Aircraft Society*

# "Farewell Harrier"

Oil on Linen by Joseph Frost



To celebrate the great bygone era, 41 years of this unique jet aeroplane I decided to paint it after being recently inspired by an image of a Harrier landing on the wet pavement. Being an aviation subject and admired by many keen aviators I was hoping to compose it in an idyllic sunset setting in order to appeal to a wider audience as a fond farewell.

I have really enjoyed doing this work, being different from my more normal marine, landscape or figurative scenes for which I'm mainly known as a professional artist. Being also a passionate RC modeller, at the same time I have built my second model of this plane in similar anniversary markings, with a touch of artistic license.

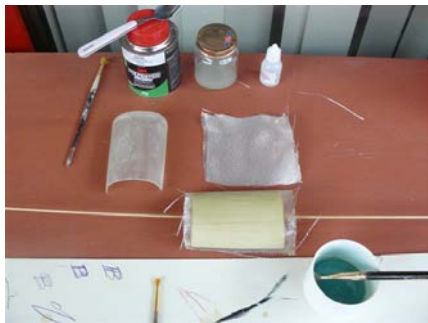
The model is an ARF (almost ready to fly) foam built kit with the largest 70mm EDF (electric ducted fan) on the market. The standard version is more or less a park flier but with some simple

upgrades it can be built as a very nice performing electric powered jet model.

Having had some 3 years of fun with mid range



performance set up I had decided to upgrade this one using a higher 'kv' (revolution) motor with 70mm Wemotec minifan, the most popular electric jet power unit.



While also re-designing the exhaust nozzles which almost doubled the thrust performance of the original build I have found only one drawback, that is the model became very nose



heavy while using larger capacity batteries for longer flights. The easiest way to overcome this was to install an aft ballast extension, in my case



serving also as "submarine sonar detection device". I have managed to complete both the art work and the model virtually on the same day, the painting for presentation at one of my representing galleries and the model ready for its maiden flight.



The art work is currently on display at the Lake Russell Gallery and the model was successfully test flown on the presentation day of the painting. I'm currently preparing to paint my next project; two major oils, one titled "Farewell Concord" as a memorial to the greatest airliner ever built and, somewhat more dramatic, a scene of the doomed airliner taking off, titled "The Fatal Flight". I will find both of these works a great challenge because I believe nothing like this was put down on canvas.



#### Harrier by Guanli Models

Length	1250mm
Wingspan	780mm
Power	70mm Wemotec/Typhoon 2W18/80A,ESC with UBEC
Controls	3 MG, 4.2kg servos, AIL. EL. and nosewheel steering.
Battery	4S/3000mA/40C
AUW	1350 grams
Max current draw	64Amps at 980Watts
W/loading	Approx. 80g/dm <sup>2</sup> (26oz/ft <sup>2</sup> )

# Club News

## MASNSW State Field Fly-in

The October long weekend saw the first MASNSW organised fly-in at the State Field at Cootamundra, aimed to kick off encouraging a greater use of the field by the wider membership. A memorandum of Understanding between MASNSW and the "caretaker club" (Cootamundra Aeromodellers Association) was signed by Executives of both organisations and the Cootamundra Shire Council - read more in Steve Norrie's report in the Minutes.

Notwithstanding the weather, it was a great weekend and having attended for the first time myself, I can't recommend it highly enough. *Ed*

*Aerial shot of the MASNSW State Field Cootamundra  
from Tim Nolan's 50% (7.5m wingspan) KA6 glider (19kg) - see below*







*The Mayor of Cootamundra, Doug Philips (ctr) with MASNSW President Bob Carpenter(left) and Cootamundra Aeromodellers Association's Ray Pettitt signing the caretaker agreement*

## Orange Model Aircraft Club

On Saturday 15 October, the Orange Model Aircraft Club hosted the MASNSW Business Meeting held at the Orange Ex Services' Club. On Sunday the club hosted the MAS Executive at a general fly-in at their club field. Although very blowy (apparently most typical) a good time was had by all followed by a great barbecue lunch. The club has a fantastic facility and the hospitality was most appreciated. *Ed.*





# Sydney Radio Control Society The Missions First Anniversary

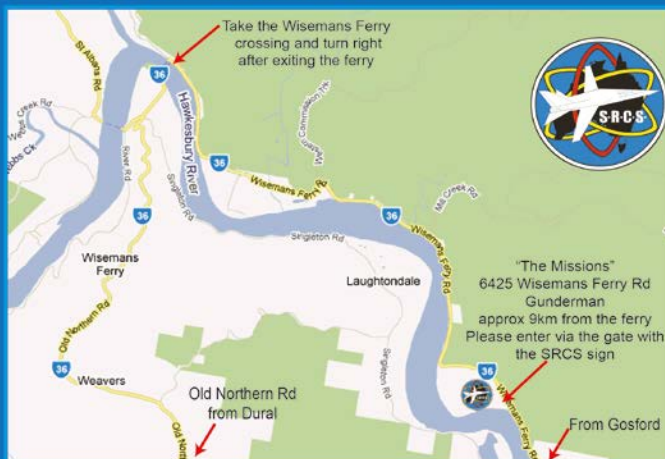


**Saturday 12th November 2011**  
**Gates open at 9am for all day flying**

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  
scale  
fun files  
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](mailto: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





**Shoalhaven Model Flying Club Inc.**

Presents

**The 29th Shoalhaven Shield  
Two Metre Thermal Glider Event  
13<sup>th</sup> November, 2011.**

Fletchers Lane Flying Field, Bomaderry.  
(off Meroo Road)

Briefing 9am for 9.30am Start

This event is the final round (Round 7) of the  
Two Metre Glider Millennium Cup for 2011

Millennium Cup Launching - 6 minute max - spot landing  
Steak/Sausage Sandwiches, Drinks, Tea & Coffee.

Further Information: Ian Avery (02) 4232 1093

[iwa@internode.on.net](mailto:iwa@internode.on.net)



## MUSWELLBROOK DISTRICT MODEL AERO SPORTS INC.

Post Office Box 6 , MUSWELLBROOK, N.S.W. 2333

[www.mdmas.org.au](http://www.mdmas.org.au)



### Old Timer & Electric Glider Weekend

November 12<sup>th</sup>-13<sup>th</sup>, 2011

#### Competition Events

**Saturday** \* 930am Gordon Burford, Duration,  
Vintage & Balsa build up Gliders Handicap Event

**Sunday** \* 900am ½ A Texaco, Texaco,  
Vintage & Balsa build up Gliders Handicap Event

Non Competition Electric Glider Fun Fly

BBQ both days for breakfast and lunch  
Drinks Tea & coffee available all day

Check the web site for entry fees rules and other information  
regarding this great weekend.

[www.mdmas.org.au](http://www.mdmas.org.au)

#### For information Contact

Phil Thicthener 0417 725 981 email [president@mdmas.org.au](mailto:president@mdmas.org.au)  
Simon Bishop 0429 453 286 email [vicepresident@mdmas.org.au](mailto:vicepresident@mdmas.org.au)

# **NSW R/C AEROBATIC STATE CHAMPIONSHIPS**

## **NOVEMBER 26 & 27**

**CHARLES KINGSFORD SMITH MODEL  
AIRCRAFT CLUB  
PITT TOWN NSW**

This event is being hosted by the CKSMAC at their Pitt Town Bottoms Rd, Flying Field located in Sydney's Western Suburbs.

This is a two day event for all those interested in R/C  
Aerobatics

An open weekend for pilots of all standards from  
aerobatic beginners through to the Premier Class of F3A.

Spectators and families are especially welcome.  
Australian Pattern Association rules and manoeuvre  
sequences will apply.

### **Entries close November 22 2011**

Visit [nswpattern.org.au](http://nswpattern.org.au) for more details or call Tom Collinge on 0400 403 151 for more information



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**





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



Q500, F400, F3D and  
EF-1 (Electric) PYLON RACING at

“ARTHURSLEIGH”  
**MARULAN**

**Sunday 27/11/2011 – 9:00am Pilot briefing**

Practice and sports flying after practice Saturday 26/11/05

Must have current MAAA membership  
Entrants and callers must bring hard hats

*New Racers Always Welcome*

Shearer's huts accommodation and camping available at field along with showers,  
cooking and Bar-B-Q facilities

or

Ali's Motel Tavern and Restaurant at Marulan Phone 4841 1330  
<http://www.alismotel.com.au> /

**For more information and field directions, contact**  
**Jeremy Randle 0418 390 446**

(This is a private field and is only available on the advertised dates which is why we  
cannot publish field directions)

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

**FUEL SUPPLIED ON RACE DAY**



# Car Boot Sale / Fun fly

For modelers, ex and current, to dispose of surplus equipment, accessories, knowledge and models, or even to pick up some odd bits and pieces, a Car Boot Sale will be held at the RAAFMAC Flying Field. So bring your surplus bits and pieces to sell and if not a seller then bring your wallet and empty boot.

As well as the Car Boot sale there will be general flying and some fun flying with a couple of competition events to provide a challenge and some fun.

All are welcome, beginners to experts and all in between, egos and thin skins are to be left at the gate.

## Details

**Location:** RAAFMAC Flying Field, Windsor NSW

**Date:** Sunday 27<sup>th</sup> November 2011

**Time:** 10.00am – 4.00pm

**Lunch:** Sausage sizzle 12.00pm – 2.00pm

**Cost:** Sellers fee - \$5.00, (donation), to go to local charity/hospital.

**Flying:** General flying from 9.00am – 5.00pm

“Competition” events at 11.00am, 12.00am, 1.00pm and 2.00pm. (Any type of A/C is eligible)

- 1 Limbo
- 2 Dead stick from overhead to a spot landing
- 3 Quickest circuit, T/O to landing
- 4 Standard circuit to a Spot landing



## For Sale



81" Piper Arrow TOPFLITE Kit

Additional items included:

- Scale Robart Retracts
- Scale Robart Wheels
- Cockpit Kit
- New in box OS 75AX
- In cowl muffler to suit
- Tru-turn 3 blade spinner

**\$875.00**

**Contact Richard on 0438 822 949**



## Member's various model planes & accessories for sale due to retirement.

**Photos of all items can be emailed if requested.**

- Cessna 182 kit, new in box, needs assembly.
- Super Sports 40S in good flying condition.
- Gee Bee 40" wing electric plane fully assembled, never flown as it needs battery & Rx.
- Glider SIG Riser 100 in semi-assembled state, plans available.
- Plagiariest 68" assembled from kit by member, one wing and two fuselages. One fuselage damaged but is fitted with servos, Rx, engine etc. The second fuselage is without parts. Assembly manual is available.
- Futaba remote control T7CAP including manual
- Starter Thunder Tiger 12V Deluxe Hi-Torque.
- Starter/Gloplug battery pack, chargers and Thunder Tiger Super Mosfet power panel
- Flight box with fuel pump, fuel, & various tools/storage

Priced to sell the lot, reasonable offers will be considered.

Contact details **AFTER** 15 Nov 2011...

Alexander Bendeli (02) 9416 1976 or email [alexanderbendeli@optusnet.com.au](mailto:alexanderbendeli@optusnet.com.au)

Items available for pickup from Lindfield, NSW.

# ENGINES FOR SALE

## Vintage Engines

Nearly 20 available – Allen Mercury, Davies Charlton, ED, ETA, PAW, Taipan. All used but in good condition. Many still have original Box .

## Two Stroke Engines

15 available including Super Tigre (S2000 & S3000), Enya(35s to 60). Some brand new and others with minimal use and still boxed.

## Four Stroke

8 available including OS FT120 and FT240, Saito FA-80(Twin) and Enya 120 – All are brand new and still in original boxes.

These are engines bought and operated by Peter Le-Grand who passed away recently.

For details please call Derek on (02) 9606-6011 or 0417 881149



## RADIO CONTROL HELICOPTERS FOR SALE

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

Kit Model No 1005

**New** - Unassembled Kit in original box

**Includes Zenoah 23cc Petrol Motor with Muffler**

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

Kit Model No 1005

**New** - Assembled - Never Flown or Started

**Includes Zenoah 23cc Petrol Motor with Muffler**

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

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

### Bell 206L Longranger Fibreglass Fuselage (New In Box) \$135.00

For 50 or 60 Size Helicopter Mechanics  
Manufactured by KALT Helicopters

### Bell 222 Fibreglass Fuselage (New In Box) \$135.00

For 50 or 60 Size Helicopter Mechanics  
Manufactured by KALT Helicopters

### GYRO \$ 50.00

JR NEJ – 1000 Gyro  
**New In Box**

### GYRO \$ 50.00

CSM ICG540 Gyro  
**New In Box**

### HNP Carbon Semi Symmetrical - 68cm Main Rotor Blades (New) \$ 75.00

### HNP Carbon Symmetrical - 68cm Main Rotor Blades (New) \$ 75.00

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

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



**Deadline for submissions to  
Newsletter #341 (December 2011) is  
Tuesday 15 November 2011**

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