Newsletter 341 - December 2011

MINIATURE AERO SPORTS NEW SOUTH WALES INC.

Ken Mollison's new long nose Skymaster Hawk at Temora Jets 2011

James Ellingford (CKSMAC)

Contents

Diary Notes

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

Following MAS Meeting: Friday 10 February 2012 (**Note**: there is no January meeting).
Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Newsletter #342 (February 2012) deadline for submissions:
Tuesday 17 January 2012 (**Note**: there is no January Newsletter).

Contacts

President / CFI	Bob Carpenter	president@masnsw.org	02 4577 6612
Secretary	Tim Nolan	secretary@masnsw.org 74A Burdett Street, WAITARA 2077	0412 173 440
Registrar / Assistant Secretary	David Lewis	dave.lewis@internode.on.net PO Box 7291, SOUTH PENRITH 2750	02 4736 2611 0407 705 224
Treasurer	Bob Bishop	treasurer@masnsw.org	02 9533 2603
Editor / Webmaster	Rob Masters	newsletter@masnsw.org PO Box 7291, SOUTH PENRITH 2750	0418 160 295
Public Relations Officer / State Field	Steve Norrie	publicrelations@masnsw.org	0418 874 740
Education Officer	Mike Close	educationofficer@masnsw.org	02 9872 6469
Deputy CFI North	Martin Cochrane	mwc.scale@bigpond.com	02 6658 2364
Deputy CFI South	George Atkinson	dcfis@exemail.com.au	0414 972 118
CASA Liaison	Daniel deVries	casaliaison@masnsw.org	0403 973 160

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

On behalf of the executive we would like to thank all members for their support during 2011. We wish you all the compliments of the season, hope you have a very relaxed holiday and we look forward to seeing you for a very exciting and productive 2012.

From the MAS NSW Executive, happy flying and we hope Santa is good to you!!!

From the Editor

I'll keep it short and sweet this month and just echo the Executives' wishes for a happy and safe Christmas Season and a successful New Year. See you all again in the February Newsletter.

As always,
Happy flying, Rob M

From the Executive

MAS Life Members' Dinner and Point Score Awards

The MAS Life Member's Dinner and Point Score Awards presentation has been held for many years in February of each year. We would like to advise all members that the 2012 dinner will be held later, possibly April.
The Executive is looking to make the dinner more interesting with guest speakers, and other exciting changes.

We have moved the event to a better time of year to enable members to meet with the executive prior to the AGM which is held in May. This will also give members an opportunity to plan for the dinner and the Executive time to organize and publicise this important occasion. Keep an eye on the Newsletter for more details as they are confirmed.

Discussion Items at MAS Meetings

MAS NSW Inc. is an organisation of clubs and at our monthly meetings we may only table motions and items from the member clubs. This works for all normal administration and queries. However, we have identified an area that is not normally covered. If you indentify an issue that you would like some guidance on then forward it via you club committee. It can be sent to us directly but your club should be consulted.

It is the policy of MAS NSW to manage the content of the newsletter, not to stifle discussion but to provide current information and seek feedback from the membership on pending issues.

MAS NSW and the Executive cannot assist with individual grievances or participate in local politics within a club. These are matters for the club and the individual to resolve. A recent example of this was the training of pilots who have large (7kg plus) models that have been inspected and flown, but the owner of the model is not certified as the flier.

This area came to light as a result of one of our members who wrote a letter to the Editor of our newsletter in an attempt to try and find out from other members the answer to his query. His query was, how can you learn to fly a large model (over 7KG).

The meeting was able to openly discuss the situation and the collective knowledge in the room was able to obtain a possible answer to the situation. We will be discussing this with the MAAA executive before publishing the answer.

The point of this article is that following this situation the executive believes that we should have open communication on items that are of value to all our members. We welcome questions and queries from all our members and if the item is of interest we will table the matter and discuss it both at a management meeting and in the newsletter.

A Fresh Look at the Glider Wings System

Over the last few years we have been receiving continual requests from our members who are Glider Flyers wanting to know how to obtain their Bronze or Gold Wings. The system has been in place for many years and the forms for obtaining the wings are published on the MAAA Web Site (For MAAA018 Glider Bronze Wings, Form MAAA 019 Glider Gold Wings).

The present system for the Gold Wings has Task One which is based around Flat Field Gliding and Task Two which is based on the Slope. This has caused many complaints as many of the Glider Flyers concentrate on only one form of Gliding either Flat Field or Slope and have no interest in the other form.

We have listened to your complaints and at the recent Flight Training Conference held in Brisbane it has been recommended that the two different forms be separated. The system will now only require either Flat Field or Slope to obtain your Gold Wings.
On returning from Brisbane we have checked all our records and find that within NSW we do not have any Gliding Instructors. We will need Gliding Instructors to check you when flying for your Wings.

At the November Monthly Meeting of MAS we have appointed an initial 7 new Gliding Instructors; we are attempting to appoint Glider Instructors throughout the State to ensure that an Instructor is available in your general Area. The new Instructors have all agreed to work with you to assist in obtaining your Wings either Bronze or Gold.

Please check the Newsletter for the name of your nearest instructor or contact the executive.
We sincerely hope that this rejuvenation of the system meets with your approval and hope that all those that have been enquiring will now be able to obtain their wings.

Miniature Aero Sports NSW Inc

Business Meeting
Workers Parramatta
11th November 2011

Meeting Opened: 8.10pm

Attendance: Bob Carpenter, Tim Nolan (ROW), Doug Lacey (SSME), Bruce Thrift (SVRCMAC), Kevin Barnes (PRCAC), Bob Tomlinson(GMAC), Don Bailey(HMAS), David Lewis (WPMAC), Max Stone (HSL)

Visitors: Michael Tulk (HMAS)

Apologies: Mike Close, Steve Norrie, Bob Bishop, George Atkinson, Rob Masters

Minutes: Motion that the minutes of the meeting held on the 15th of October 2011 in Orange, as distributed in Newsletter 340 be accepted as a true and accurate record of that Meeting.

Business Arising: Nil

Moved: ROW **Second**: HMAS **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 Clarification sought of RCAS/MAS copyright
M 1.2	MAAA (CFI) Bronze wings manoeuvres
M 1.3	MAAA Newsletter 4/2011
M 1.4	MAAA Changes to Gold Wings Glider
M 1.5	CFI MAAA Glider Instructors

From other than MAAA:

C 2.1	CCMAC	Incident report Central Coast
C 2.2	M Sharp	Information re setting up a club
C 2.3	B Tomlinson	Large model training
C 2.4	PRCAC	Field registration
C 2.5	LMAC	Bronze wing enquiry
C 2.6	M Pilling	Wedderburn Open day
C 2.7	A Lowe	Glider sub committee

C 2.20 Received completed Large Model Permits to fly forms from the following:
J O'Conner, D Pound, B Myers, B Myers, D Marshall, G Edgar, T Shelvey, A Williams, G Harrod, T Shelvey, T Shelvey, T Nolan, R Bowles, J Consadine, S Brackley, J O'Conner, S Sunderland, R Zyp, J Daly, S Weatherstone

C 2.21 Received Cancelled Large Model Permits to fly forms from the following:
T Shelvey, R Zyp

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

C 2.24 Newsletters Received:
Bega District Model Club

Late Correspondence:

C 2.25 Nil

Correspondence Out:

To MAAA:

M 3.1 Incident Report from CCMAC 20.10.11
M 3.2 FW25 application for A Palsson

To other than MAAA:

C 3.1 Orange MAC Thanks for hosting meeting
C 3.2 A Lowe Glider subcommittee and training

Business Arising from Correspondence:

Moved: HMAS **Second**: PRCAC **Carried**

Reports:Treasurer: Bob Bishop

Business Arising from the Treasurers Report: NIL

Moved: SSME **Second**: HMAS **Carried**

Reports:

President Bob Carpenter

During the last month the Executive of MAS have been very busy. You will read in the CFI report of the very good positive outcomes from the Special State Flying Instructor Conference conducted by MAAA. The last weekend in October the Large Scale Air Racing was conducted and the results of that are reported by Steve Norrie. The State Field at Cootamundra is in great shape with some maintenance to be carried to maintain the standards.

Coming up at the end of this month (26th November) MAS will be flying at the Defence Sydney Region Children's Christmas Treat at the RAAFMAC field at Richmond. This year we are using the opportunity to invite all our clubs and members to fly at this event. It will be a great opportunity to fly on a different field and we will be conducting flying from 9.00am until dusk. Your clubs will be receiving further instructions and maps of the area by email.

On the 27th November at the same location we will be conducting the first MAS Car Boot Sale. Many people have suggested this and we are using this opportunity to not only conduct a Car Boot Sale that allows our members to both clean out the shed and also have the opportunity to purchase that "Must Have" item. This will also be conducted at the RAAFMAC Field at Richmond. We will be conducting a general fly-In with a few fun events. The only restriction on these events is that there will be no provision for flying of turbines. All members are welcome.

The December meeting will be the final one for this year. This edition of the newsletter will also be the last one for 2011. There will not be a meeting during January and the next newsletter will arrive just before the meeting in February.

I would like to take this opportunity to thank all our members for the support they have given the Executive during 2011. On behalf of the Executive I wish you all the best for the festive season, enjoy your holidays, enjoy your modelling and we will see you all in the New Year.

Registrar/Assistant Secretary Dave Lewis

Current Year		**New to System**	**Last Year**
Seniors	2105	165	1528
Pensioners			466
Juniors	90	21	96
No. of Clubs	92		94
Total Membership	**2195**	**186**	**2090**

C.A.S.A Liaison Officer Daniel de Vries

There have been a couple of cases of clubs liaising directly with CASA. Aside from the fact at times there are members dealing with CASA who don't understand the system and can do a bit of damage to our relationship with the regulator these Clubs end up getting CASA approval directly but no MAS approval. It is a requirement that MAS NSW must also approve the application.

The dealings with CASA have evolved over many years and the principal contact point between MAS NSW and CASA in our Liaison Officer. Clubs need to ensure that the applications are submitted via the CASA Liaison Officers so that they can be approved by CASA and then ratified by MAS NSW.

Chief Flying Instructor Bob Carpenter

On the weekend of 22/23rd October MAAA conducted a Special State Flying Instructor Conference. This was conducted in Brisbane and all State bodies were represented. MAS was represented by myself (Bob Carpenter as CFI), George Atkinson (Helicopter subcommittee/Deputy CFI) and Martin Cochrane (CFI North).

This was a much needed conference that allowed many of the issues from the Instructional area and the Wings system to be discussed and bought up to date in a face to face situation.

A major need for this conference was that the Instructional system and the Wings system are National systems but administered by the various State bodies. Over the years the various State bodies have developed their own methods and definitions of the systems. An outcome of the conference was that we have made decisions on how these two major systems work over the whole of Australia.

The conference made many decisions concerning the Training system and the Wings proficiency system. These cannot be implemented immediately but will be reviewed by the MAAA Executive to ensure that they are not in conflict with any other MAAA policies or procedures and then ratified.
This conference has put into practice many of the ideas and suggestions that have been made by our members. Now that we have the system working you can be assured that we are listening to our members and willing to put in place policies and procedures that are relevant to the needs of our members and embrace the changes in technology of today and at the same time set up a framework that is able to be modified with changes of the future.

Decisions made at the Conference (yet to be ratified by the MAA Executive) include:

- Definitions of the Purpose of Instruction.
- Definition of the Role of MAAA Instructors.
- Definition of the MAAA Wings Scheme.
- Entry to Instructor Courses must be a holder of Gold Wings – Gold Wings Standard is no longer acceptable.
- Entry to Instructor Course must be from the Members Club (present MAS system).
- Current Instructors who wish to renew their knowledge can self-nominate to the course.
- The Instructor Course is to become a National course structured on the principles of teaching people how to Teach. Not assessing how you can fly. This will be based on the Instructional course developed by MAS NSW but will be an MAAA developed and owned system.
- A complete library of instructional aids will be developed and be available to all instructors via the web.
- The minimum size of models to be used in the wings system has been defined.

- The Glider Gold Wings will be from either the Slope or Thermal system – Not required to do both.
- Helicopter Gold Wings test changed to remove the inverted manoeuvres.
- If members do not maintain their membership to MAAA their Gold Wings and Instructor Status will expire after 3 years.

This whole system will be developed and be introduced as an ongoing system with the total system to be revamped within two years.

There were other areas covered and will be published after we receive the minutes of the conference.

In an effort to kick start the Glider section of the Wings system we will tonight be appointing several Glider Instructors across the State to provide a method for the Glider flyers to obtain their wings.

The Glider flyers have discussed at length adopting the LSF system. In discussion with LSF it has been pointed out that the LSF system is an Attainment system and the MAAA wings system is a Proficiency system. Both systems can and will exist together.

PRO/ State Flying Field Steve Norrie

National Air Races -29th & 30th October

On arrival at Coota on Friday to setup the weather appeared questionable, but Saturday and Sunday proved to be excellent conditions for racing. Due to the rain on Friday setup was deferred until Saturday morning. The new pylons proved easy to erect, only requiring two people for the job.

There were 16 aircraft entered in the 3 events. Texan (6), Thunder Tiger Reno (3) and the new Redbull (7). Whilst entries were a bit lower than previous years, a full weekend of competitive races was run.
Final results are as follows.

AT6 Texan	Total	Placing		Thunder Tiger	Total	Placing		Red Bull	Total	Placing
Steve Davis	694	1		Steve Norrie	745	1		Steve Davis	1015	1
Les Davis	401	2		David Lawless	508	2		Les Davis	990	2
Greg Lepp	350	3		Dave Brown	343	3		Greg Lepp	850	3
Les Sawyer	137	4						Dave Brown	806	4
Dave Brown	124	5						Ashley Meddings	628	5
Leigh Kellock	0	6						Les Sawyer	290	6
								Corey Carpenter	214	7

Field Works
Improvement works to the state field will commence during November, starting with resurfacing of the entry road. This will be followed by rolling of the three runways and the installation of a Cattle Grid at the inner gate.

Other Reports:
Nil

Motion to accept Reports:

Moved: CVRCMAC **Seconded**: PRCAC **Carried**

Awards:

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

A Warren-Smith	Maitland	15294	
P Dowling	Maitland	71484	
M Nederlof	GCAC	71482	
S Paramunsee	CCMAC	73764	
R Montgomery	GCAC	71405	
M Dunn	WRCS	73810	
L Ritchie	WRCS	73811	
T Pecar	Hornsby	12946	
D McFarlane	GCMAC	71380	
C Jacques	CMAC	67831	
D Kim	Blacktown	57566	
D Paull	IMAC	73943	
P Hughes	GCAC	59904	
C Flax	SMAC	73723	
M Baas	LMMAC	73856	
R Prummel	LMMAC	67402	
B Lyne	LMFC	73914	
R Cooper	SSSFA	25280	
T Wanstall	SSSFA	73721	
G Tyler	Maitland	46205	
D Tyler	Maitland	46458	
J Rowe	NEMAC	72987	
D O'Sullivan	NEMAC	24342	

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

J Redfern	WRCS	37675	
J O'Conner	GCAC	73582	
J Goldsmith	OMAC	73666	
P Schumacher	SSFA	44104	
A Bazouni	CMAC	67274	***

Applications received for approval for MAAA Fixed Wing Power Instructors

No applications received

Applications received for Approval of Commercial Model Aircraft Flying Instructors:

No applications received

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

G Hughes	GCMAC	73711

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

No applications received

Applications received for approval of MAAA Helicopter Instructors
No applications received

Applications received for the approval of MAAA Glider – Bronze Wings:
No applications received

Applications received for the approval of MAAA Glider – Gold Wings:
J Kinlay Feral Flyers 7473 ***

Heavy Model/ Turbine inspector Applications:
M Close SRCS 32661 Gas Turbine Endorsement

Moved: HMAS **Seconded**: GMAC **Carried**

MAAA Inspector/Instructor Approvals:

Applications received and approved for MAAA Glider Instructors:

The President addressed the meeting on the proposal from the Executive to "kick start" the profile of the MAAA wings scheme. The introduction of a number of MAAA Glider Instructors will enable the glider community to start obtaining Bronze and Gold wings. Further information contained in the CFI report above.

Steve Wenban	7431
Don Farrar	54625
Alan Lowe	59913
Fred Lodden	61967
Ian Avery	2926
Don Costelloe	17746
Tim Nolan	24307

Moved: SSME **Seconded**: HSL **Carried**

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:

HSL	2m Thermal Glider	Heathcote	Oct 2011
Gunnedah MAC	Open 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: HSL **Second**: CVRCMAC **Carried**

General Business:

The next Business Meeting of MASNSW will be held at the Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta on the 9/12/2011. The meeting to commence at 8.00pm, (2000hrs), All Members, Observers, and Visitors are welcome.

Flight Training Seminar, Outcomes.

Item M 1.2 Bronze Wings manoeuvre "Lazy Figure 8"
The President addressed the meeting on the inclusion of the Lazy Figure 8 into the Bronze Wing routine. When the Bronze Wings routine was migrated from the older Blue Flight Training book to the current form the manoeuvre was omitted. The Flight Training Committee is seeking to have it reinstated to Bronze wings.

Item C 2.3 Large Model Training
The following example has been raised by a country member: "a Gold Wings qualified modeller who has flown many planes under 7kg finally decides to build his first large scale model. He spends a couple of years bashing balsa and spending large amounts of cash to produce his dream model. He follows all the rules and the MOP inspector has seen and approved the quality of the model.

Now for the test flight in front of the inspector. Unfortunately the inspector is not local and so the builder along with an experienced flyer of large models from his Club travel to the MOP inspectors Club field and the model is flown by the experienced flyer and the Certificate is issued for the plane with the experienced flyer on the list of people authorised to fly this model (the MOP refers to them as an 'endorsed pilot').

It's now time for the builder to fly his big model for the first time, on a strange field, with an inspector watching. It's the first time he's flown any model over 7kg. This one is his pride and joy; he's worried and has every reason to be worried. He thinks about the two years of building, the dollars, the grief and decides not to fly his plane that day. He thinks it would be a much better and safer idea to get some instruction from the experienced flyer when they get back to their own field so he can come back with some experience on large models and do the MOP flying inspection at a later date, better trained, and less nervous with a much better chance of driving home with a model in one piece.

From my reading of the rules and from a discussion I have had with an MOP Inspector I believe this very sensible approach is ILLEGAL and the modeller would be in real trouble in the case of a crash that results in an Insurance claim. No one but the pilot certified on the MOP form can fly this model, there is NO provision for training pilots on large models, the assumption being that once you have Gold Wings you are capable of flying any model."

The meeting discussed the issue, and the following options are available to any person in a similar situation:

There is no problems with the Endorsed pilot flying on the MOP form using a 'buddy box' to provide some training to the owner of the model to get their confidence up before the (the owner) flies the model in front of the Inspector to be added as an Endorsed pilot. By using a 'Buddy box' system the Endorsed pilot still remains as the pilot in charge. Even if the student does the entire flight from Taxi to return to the pits.

This system has been used by the Jet fraternity for many years and has been approved by MAAA and our Insurance Brokers.

The proposal of an additional rating was discussed but it was the opinion of the CFI and the Executive that there is no need for additional layers within the current Wings system.

The Executive hope that this may provide some options for members to operate within the current MOPs for heavy models rather than flying their models without being an Endorsed pilot.

There being no further business before the meeting closed at: 10.10pm

MASNSW 2011-2012 Events Calendar

(Compiled 16/11/2011)

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

November 2011

* 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
26	RAAF Richmond MAC / Defence Treat - Fun fly	Richmond	Bob Carpenter	0438 171 070
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
21-22	Rebel Flying Club 2012 Aero Tow Event	Hexam	Tom Tobin	02 4934 5443
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

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

11-13	Autumn Scale Rally Twin City's	Albury	David Balfour	02 6043 3169
18-20	Banana Coast RC Flyers Helicopter Fun Fly	Coffs Harbour	Norm Young	02 6376 7165
19-20	COMSOA Scale Fun Fly	Maitland	Paul Robertson	02 4946 8334

June 2012

11 Queens Birthday

September 2012

14-23	Manila Slope Festival (Glider)	Manila	Stephen Wenban0437 032 660

Australian Liberator - The Restoration Story

See story on Pg 26

MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA INC.

Newsletter

NO. 04/2011

President:	Mike Close, PO Box 146, West Pennant Hills NSW 2125 Telephone: 02 9872 6469 Fax: 02 9871 0408
Vice President:	Paul Winter 25 Jasmine Drive Mill Park VIC 3082 Telephone: 03 9436 0717
Secretary:	Kevin Dodd, 16 Illidge Rd Victoria Point QLD 4165 Telephone: 07 3207 9067 Fax: 07 3207 8175
Treasurer:	Brian Dowie, PO Box 5137 Cheltenham East VIC 3192
Comp. Rules Secretary:	Ross Cant, PO Box 670 Mount Lawley WA 6929 Telephone 0404 634 366

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 amended documents in the Manual of Procedures:

MOP006 Appointment & Reappointment of Inspectors. Amended as a consequence of a change of forms MAAA003, 004 & 028, to clarify who has to complete which sections of the form.

MOP058 2.4GHz Equipment. Amended to include 'Thunder Tiger/ACE, IFh ss Frequency Hopping' technology and 3.8 & 3.9 in Requirements.

Congratulations to the Australian F3D Pylon Racing Team

With Team Manager Michael Dallmann at the helm, the Australian F3D Pylon team produced an outstanding performance at the recently held World Championships at Bundaberg, Queensland.
First Place & World Champions: Chris & Kevin Callow.
Second Place: Beau & Barry Murphy.
Fourth Place & Best Junior: Tyler & Warren Mees.
Sixth Place: Leigh Hocken & Frank Casella.
Team Place: Australia FIRST.

The entire team and large support group are to be congratulated for their huge effort.

MAAA Insurance

Question: Can the MAAA office categorically answer as to whether the MAAA insurance would totally cover me if I caused a model aircraft accident under the following circumstances..?

Answer: The short reply is: **No, we can't answer the question**.

The reason for the seemingly unhelpful answer is that you have asked for a categorical position and unfortunately that is not possible. The liabilities under an insurance contract are legal matters and in the event of any dispute on either coverage, or an attempted recovery of any payout by an insurance company, this would ultimately be determined by a Court of Law. The MAAA is not a qualified legal firm and therefore it cannot provide legal advice. Even if it were, in any court case the final decision depends on the details of the case and any generalised theoretical situation is not likely to totally apply to a specific set of circumstances. That is why Judges are employed and lawyers make a lot of money giving differing advice to their clients depending on which side of the case they represent. In the end, the Judge decides, based on the evidence presented to him.

As an example, under 'Just Culture' which MAAA is committed to, and also to illustrate the problem of stating a categorical position, consider the case of someone flying at a club without being an MAAA Member or properly signing the visitor book. This seemingly obvious situation might have factors that affect how it would be viewed. Assuming that this circumstance was relevant to a particular case, there could be a range of overall reasons leading to it which are not limited to those listed below:

The person presented the club with a forged MAAA Card.
The person was well known at the club as an MAAA Member but his MAAA Membership had lapsed.
The club had a clearly displayed notice on visitor policy and the person ignored it.
The person was signed in as a visitor but it was not noticed that it was the fifth time over a number of months.
The person was signed in as a visitor but it was not noticed that it was the fifth time in five days.
The person was not signed in but it was intended to do it when the club member finished another task.
The person was not signed in but the club has a visitor's policy which is normally followed.
The person was not signed in but the club has a visitor's policy which is followed only if a committee member is present.
The person was not signed in but the club has a visitor's policy which is followed occasionally.
The person was not signed in and the club does not have a visitor's policy.
The person was not signed in and the club policy is knowingly to let anyone fly.
The person was not signed in and it is generally known locally, and promoted at Hobby Shops, that anyone can just turn up and fly.

The MAAA would take different stances at points in the above list, ranging from tolerance of human error to full liability and disciplinary action, which is why a definitive single position statement is not possible. Insurance companies might show similar tolerance against their own standards, or they might not. A similar set of arguments could be applied to the parameters in the circumstances of any case that may be asked. In the end, as previously stated, it could end up in court if there was an incident and a Judge would decide on liability and the insurance company would then pick up any insured liability.

This and other questions and answers regarding Insurance are available at the Frequently Asked Questions page on the MAAA website at www.maaa.asn

Incident Reports

The latest Incident Reports relating to finger strikes by propellers indicate that some members may not be aware of the safe way to remove the glow plug driver. Reaching over the propeller from the front of the model is dangerous and should be avoided. Removing the glow driver from behind lowers the risk of propeller strike considerably. Clubs may wish to include this advice on their field safety notices.

MAAA Forms

When needing to download MAAA forms, members are asked to do this directly from the MAAA website www.maaa.asn. It has been found that using Google or other search engines to find a particular form sometimes results in an out of date document being located from a website other than the MAAA site.

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.

2012 F5D Electric World Championships – Romania

QMARA, on behalf of the Electric Subcommittee wish to advise that they intend to conduct an F5D electric pylon racing team selection event for the 2012 World Champs. The date will be 25-26 February 2012 and the venue will be the Dalby Model Aero Club field (Queensland). The selection will be conducted over the 2 days with 9 rounds flown and will be held in conjunction with other racing classes which will be advised. International competitors to this event are also welcome. Standard entry fee $20.00.

For further information contact Bruce DeChastel at 'Big Bruce Racing Products'
bdechastel@bigpond.com

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.

World / Continental Championships and Trans Tasman Events Calendar

2012	
EVENT	**Awarded to**
F1D	Serbia – Belgrade **Dates**: 9 to 14 Aug
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

MAAA Wings, Badges and Decals.

The MAAA Secretary has a selection of badges and decals for sale.

MAAA Metal Badge 25 X 25mm	$3-00
Cloth patch 70mm diameter	$2-00
MAAA Logo Decal Sheet 130 X 240mm (2 large & 2 small logos)	$3-50
Replacement Gold Wings	$6-00
Cloth Gold Wings	$2-50
Replacement Bronze Wings	$6-00

Please send a Cheque or Money Order for the total amount of your order plus $2-00 for postage and handling to the MAAA Secretary. EFT is available.

Safety distances are everyone's responsibility.

Electronic Speed Control (ESC) Limits

I read with interest an article on page 30 of the October newsletter entitled, "Safety First, Are You Prepared?"

While the article was more concerned with dealing with the resultant fire, I was left considering how the fire might have been avoided in the first place, which leads to the question "Is The Equipment Appropriate For The Task?"

There wasn't much information given, just that the fire started in the ESC and that the total circuit power was 4.5KW with 2 packs of 6 cells each, all in series. The resulting 12 cells would output a maximum voltage of about 12 x 4.2 V, or 50.4 V. This in itself could be enough to cause a breakdown.

Whether the ESC and motor combination were operating at any real power level at the time, is not a great issue. The important thing to know about any ESC is that all the hard work is done by the output switching transistors, which are normally Power MOSFETS (Metal Oxide Semiconductor Field Effect Transistors). Some say the S stands for Silicon rather than Semiconductor, this largely depends on which text book you read. They're used in this application due to their properties of almost being able to mimic a perfect switch. That's a very simple function, but often difficult to achieve under high voltage or high current situations.

The perfect switch has two basic states, totally on and totally off. When on, it offers an ability to pass extremely high currents and has an internal resistance of zero Ω. The voltage drop or loss across any component depends upon the current flowing through it and its internal resistance.

Voltage drop = Current x Internal Resistance or On state resistance

If the On state resistance could ever be zero Ω, this voltage drop would be zero volts regardless of the level of current.

Considering Power MOSFETS as used in ESCs, their operation is to switch high current to the motor, the amount of power passing to the motor being determined by the on time of the switching MOSFET. The longer the on state, the greater the power to the motor. The speed controller regulates this in accordance with the input signal pulse width from the throttle channel of the receiver.
Although the MOSFETS offer very low On state resistances, they can never attain the Holy Grail of zero Ω. These days practical values of less than 10 mΩ or 0.01Ω are attainable.

Applying this to the reported case of 4.5 KW at a voltage of around 50 volts, the required current without considering the efficiency of the system is around 90 Amps. This would need to increase to beyond 100 Amps in order to maintain the power, as the battery voltage dropped to its nominal voltage of 3.7 volts per cell. There are MOSFETS that can pass these enormous currents and these must also have extremely low On state resistance.

The voltage drop across such a transistor with an on state resistance of 10 mΩ would be:

Voltage drop = Current x On state resistance
= 100 A x 10 m Ω
= 1V

Although it sounds small, it's really far too high and can be reduced by using a number of MOSFETS connected in parallel, to further reduce the resistance and the current through each transistor. This is common practice.

It's this loss that causes the ESC to get hot with high power use. Fortunately most ESCs

seem to monitor excessive current and temperature conditions, shutting themselves down when required so they do have some protection against excessive current flow.

Excessive Battery Voltage

A major problem can occur if the transistors are operated beyond their rated voltage. As already noted, MOSFETS are very good for the purpose of high current switching. However, one limitation of this is that the same transistor usually will have a fairly low voltage rating, due to its structure favouring high current handling capability. The transistors can be made with a voltage rating of hundreds of volts, provided you don't want more than a few amps from them.

What is uncommon (but possible) is a high voltage rating and a high current rating in the same device. Designers then have to select the best transistor for the purpose. In the case of an ESC, high current is required and the voltage rating may be limited to 20 to 60 volts. This refers to the Reverse Breakdown Voltage of the device and is the maximum voltage that can be applied across the main terminals before it breaks down and becomes a conductor. It doesn't have to be doing anything special at the time, just the application of an excessive voltage is enough to break it down. Any of the current controlling switches when in the open state could have the entire battery voltage across them. Any of the transistors breaking down will cause an uncontrolled excessive current to flow and are a very likely reason to have a fire.

This is one very good reason why the ESC will recommend that it be used on say a 2 to 3 cell pack, noted as 2S to 3S (2 cells in series or 3 cells in series) or perhaps a 3S to 4S pack.

The maximum voltage available from a 4S pack is,

4 x 4.2 volts, or 16.8 volts

I've not found a MOSFET that won't handle that.

You must be careful when connecting a pair of 4S or 6S packs in series and be sure that the ESC can handle it. It's best not to go beyond the manufacturer's recommendation.

My experience stems from a 50 year working career in electronics, encompassing some 25 years as an MAAA approved Radio Tester and 20 years as a TAFE teacher of Electronics.

Vernon Jones.

Glues and Foamies

Foamies are no longer the "toys" of our sport; they have far transcended the park flyer to where they are 40+ size serious model aircraft with all the detail and power to satisfy any flyer!

First let me qualify that I am not a chemist or a glue expert but I do have quite a bit of experience in the plastics, engineering and modelling industries. I have over the past few years built and flown over 50 foam model aircraft from the GWS E Starter to 1600 mm wing span scale warbirds, to high speed vectored thrust ducted fan jets.

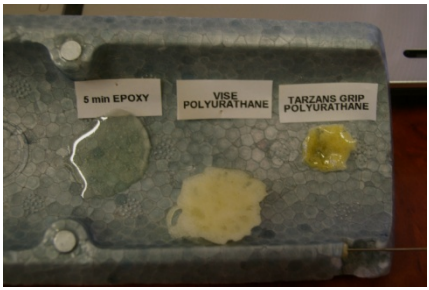
I am now very concerned that with the growing size, speed, power and complexity of the current range of foam models not enough attention is being given to the glues being used to hold these monsters together. This was certainly not a problem a few years back when foamies were relatively small and made from styrene foam because styrene can be joined by any foam friendly glue (non active solvent).

Today is different. Foamy warbirds are available well in excess of 1600 mm wingspan; in excess of 3 kgs takeoff weight and with electric power plants that can only be described as awesome. The same goes for the new breed of ducted fan jets, foamies clocked at over 160 kph and weighing 5 kgs and more. These can become lethal missiles in bad circumstances.

Add to this a change in the chemistry of the foam. Almost all these foamies now are manufactured from EPP foam (expanded polypropylene) or its direct derivatives (Elapore and the like). EPP of course is a far superior foam for model aircraft in almost every respect but it is heavier and it does not take most glues. Polypropylene and polyethylene are two plastics that are *very* difficult to glue.

Now in almost every review or article I read, including the one on a foam jet in the MAS newsletter the issue before last, there is not a mention of any glues used, I consider this to be a very important issue especially considering how difficult it is to glue EPP well.

In my humble opinion epoxy and polyurethane glues are not satisfactory glues for EPP. In the past I have built planes using these glues only to be able to pull them apart at will, not a satisfactory result. Try some test patches for yourself on the surface of a piece of moulded EPP; you will find you can just peel the test patches off!



A specialist foam type glue is the only satisfactory solution. These glues seem to have a degree of solvent in them that chemically bonds the EPP. The brand I have been using is UHU Pore but I am sure there are others. Another vital tip is to score or scratch through any paint where glue is to be applied so that the bond is foam to foam.

I hope that the above is of some help, The growing family of foamy fliers seems to be exponential and as the models seem to be getting bigger, faster and better I think maybe the stuff that holds them together needs some consideration.

Have fun, fly safe.
Don Costelloe

Jet Talk

with James Ellingford

Skymaster 1.6m EDF Viperjet

I have some sad news; this is the last of Jet Talk from James as he has advised me he is taking up a new position and has just bought a boat (he says a small ship) with which he is intending to take off for some time. This article was in fact penned by Phil Celima and I'm hoping I can persuade Phil to take up the gauntlet.

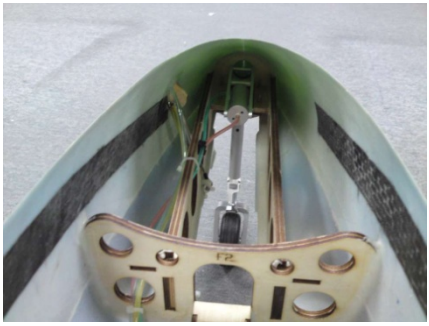
How many of you out there have sitting in your bottom draw a perfectly good but somewhat wasted JetCat P60? If you are like me, you

placed it there in a bit of despair at the thought of knowing that there is not too many worthy airframes available to do the little P60 justice. Well that scenario has changed with the help from Skymaster and their EDF Viperjet 1.6m. You read correctly I did say EDF, as the original intention for this jet was targeted towards our electric jet brothers. The tides have turned and it is us the turbine guys who are modifying an EDF kit to carry a real power plant, now I have nothing against electrics and believe that one day they will propel even our full scale aircraft as the great Nikola Tesla had envisioned but there is just something about Sir Frank Whittles fossil fuel burning master invention that keeps my interest in the two separated.

The kit:

Like the other two model Viperjets available from Skymaster the 1.6 shares the same level of quality and scale detail with the exception to the inlet ducts, which are a little larger than scale, but not so large to even notice at first glance. The glasswork has its fair share of strategically placed carbon fibre and overall is superb and even though my kit was painted in the mould the exposed seam lines do not lessen the quality. While talking glasswork, most EDF kits I have seen have been very weight conscious and end up almost "eggshell" like in strength. This Viper is not so, the wings and upper fuse are very firm, the only area where the fuse felt a little flimsy was between the wheel well cut-outs and the lower skin area just forward of the intakes, in this location the original intent was for a tray to carry EDF batteries which would have stiffened the area nicely, but now the perfect spot to place a hopper tank and ancillary engine equipment and that little area between the wheel cut outs neatly holds the Jetcat ECU.

The main fuel tank is supplied in the turbine conversion kit and is up to the builder for his or her preferred installation method. I chose to shape a wooden block to the intake V and tap a 1/4-20 hole, then epoxy the block to the tank, a 1/4-20 nylon bolt can now retain the tank through a plywood plate that was bonded to the intake V.

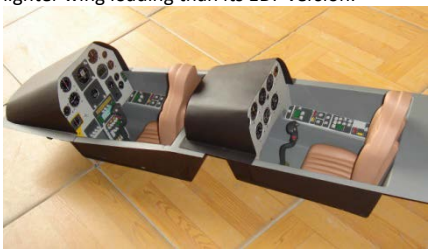


The tail feathers are fairly conventional in construction and ready for your choice of mini servo. I chose to fit JR's new DS388HV servos in this model. There is no provision to remove the tail surfaces for transport purposes so tail surface

assembly needs to be finalised and complete before tail pipe fitment.

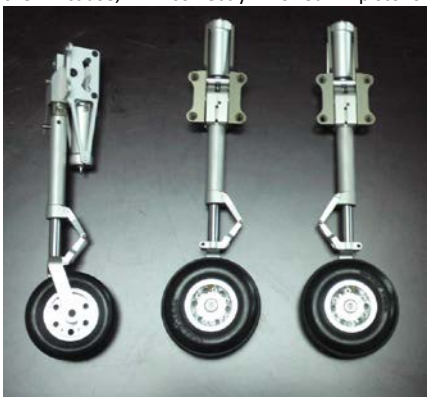
The twin wall tail pipe is supplied with the turbine conversion kit and is surprisingly big in diameter at 80mm and long enough to let you utilize the standard fan mounts for the P60. The engine strap will need to be reversed to keep to the original thrust line, but that is the only mod required. The P60 was fitted as far forward as the mounts and tail pipe would allow, but looking back now I would modify the tail pipe and mounts to allow a further 40mm towards the nose of the aircraft, as it does build slightly tail heavy with a P60 fitted.

While speaking of balance the other necessary components were fitted together with 0.4lbs of ballast to achieve a CofG of 165mm giving a respectable all up dry weight of 14.52lbs (6.6kg). Take-off weight will be 18.48lbs (8.4kg). One thing to keep in mind that this take-off weight reduces throughout the flight, so the majority of the flight and especially the landing will be at a lighter wing loading than its EDF version.



Wings are typical Skymaster ARF quality, very well thought out and produced and what's more they accept standard sized servos although the same DS388HV's could be used if desired I chose Hi-tec 7955TG for the flaps and 7985MG for the ailerons, way overkill but....The only thing I would improve on with the wing would be a 19mm carbon fibre spar to replace the some-what heavy aluminium supplied spar.

Pneumatic retracts are still the bane of existence in most of the Chinese kits and these were no exception. They look to be of very high quality but perform terribly, with internal leaks being all too common. Upon disassembly it is clear to see the cause, incorrectly sized pistons.



This sore point has been raised with Skymaster, who have subsequently given a guarantee to raise the issues found with their retract supplier, so hopefully by the time you are reading this review all bugs should be sorted.

So not wanting to end on a negative the EDF 1.6m Viperjet from Skymaster builds into an extremely, tidy, light and well-appointed airframe which is 100% suited to turbine conversion. At only 1.6m in length this baby will fit comfortably in any family sized car which means no hassle with the trailer.

Phil Celima

Alistair Heathcote
Secretary NSWSAS

Scale Matters

Australian Liberator – The Restoration Story

In Werribee, Victoria, a B24 Liberator is being restored to static viewing condition for display as a memorial to Liberator operations in this region during WWII. Last year, on a trip to Melbourne, I called in to see how it was progressing.

The story so far: - Following earlier work by Eric Clarke and Bob Butler, RAAF Wagga hosted a two day meeting in 1988, to examine the possibility of getting a B-24 Liberator on public display. From that meeting a fund was set up, resolved to do all that was necessary to acquire and restore a B-24 for display in an accredited Australian museum.

The B-24 Liberator Memorial Restoration Fund Inc is a non profit organization operated by volunteers. A very committed bunch that initiated the current phase of the restoration in 1992. When I visited on a Thursday, there were over 20 people hard at work on all aspects of the aircraft and systems.

This is the only remaining Liberator in the southern hemisphere and is one of only 8 still existing in the world. Some 90% of the airframe and 70% of the furniture and fittings have been sourced from generous benefactors all over the world. The fuselage is of Australian origin, that of A72-176. It was located in Moe, Victoria and transported to its present site. The P&W Twin Wasp R1830-65 engines are available and awaiting installation. Trimming of the cowl panels was taking place during my visit.

The restoration is being done in one of the WWII hangers on the old Werribee airfield just outside Melbourne. The hangar has a preservation order on it and a dogey roof to boot! If you look at some of the photos you will see some posts that have been strategically positioned to hold it up. The last photo is the latest available with the engines installed and many of the roof support struts removed!! When restoration is complete, the intention is to move the aircraft to a location just behind the hangar – I think that will be as big a challenge as the restoration!!!

No Official Australian funding or support has been available but the USA has agreed to fund the memorial display when the aircraft is complete. This is expected to be in 2010

Some Aircraft History

Late in the Pacific War, liberation of the Netherlands East Indies (NEI) area was initiated by the USAF flying B24s from New Guinea and northern Australia. The B24s of the RAAF gradually replaced those of the USAF until at the close of the conflict only RAAF aircraft were involved in this region. This effort consisted of 7 squadrons operating from the Northern Territory, Western Australia, Morotai (NEI), and Palawan (Philippines). The war time photograph of Australian Liberator A72-34 in flight shows it in typical cruise mode, heading towards its target.

More Info? – go to website
www.b24australia.com

Want to Visit? - Corner Farm Rd and Princes Highway, Werribee. Open Tuesday, Thursday and Sunday – 9:30am to 4:00 pm – get there early and you get a conducted tour! Plenty of parking and a souvenir shop for the kids.

Unfortunately I have run out of space for the pictures so please check them out on Pg 16. (Ed)

Club News

2011 National Air Races for Large Scale Aircraft

On Saturday 29th and Sunday 30th of October MASNSW and the Large Scale Racing Club of Australia held the 2011 National Air Races for large scale aircraft.

The weekend was off to a great start when I arrived at Wagga at 4:30 am to get a few winks of sleep before morning, waking up and grabbing a nutritious brekky at the local golden arches I rang Col Taylor who graciously opened his store on Saturday morning taking time out of his family life to allow me to pick up my new P40 to ready for future air racing events. From here it was back on the road for the hour drive to the MASNSW state field just outside of Cootamundra.

Thankfully upon arriving I saw a few familiar faces in Dave Brown and Whitey and after a bit of chatting decided to set up my chair in a good viewing position. The racing started off with the AT6 Texan class and was good watching right

Steve Davis, AT6

from the get go, with Steve and Les Davis the obvious "people to beat". Following the Texan category came the new class of Red Bull (more on this one shortly) and then Thunder Tiger Reno, unfortunately this year didn't see Unlimited Reno or Formula 1 but hopefully these will be in full force next year.

One round down and sitting comfortably in my possy I caught the eye of a steward who was in need of a little assistance. Offering my hand I was given the run down on operating the lights and within minutes found myself in the judges tent at the first pylon turn. During one of the following rounds of Texan came an unfortunate mid air with one airframe returned to its kit pieces and the other landing safely with only minor damage. In the Red Bull class a promising youngster, Corey, learned a valuable lesson in turning an aircraft tightly on a takeoff dead stick, which was unfortunate in not only losing an airframe but with him out the crowd had to find a new pilot to barrack for as being the only junior competing was without doubt the “people’s choice” for a good result.

The only other incident was when Browny's Thunder Tiger Reno had a dead stick on the main straight making for a long field landing to which there is still debate arising. Some say (including himself) that it was all pure luck and some say it was great flying, but as his plane got lower to the ground and further away from him it disappeared from sight into a channel in the outfield. Coincidentally the cables running from the judges tent switches to the light box under the pylon were suspended about a foot off the ground as they crossed the channel. As the plane lowered below ground level we all waited for the inevitable crunch only to have the digital score box ripped from the table as the cables crossing the channel worked as arrestor cables for his Rare Bear to catch on and come to rest on the ground undamaged.

After a good day of racing everyone headed into town to get cleaned up and meet for dinner at the local. Once dinner was over there was the usual chit chat that comes with these events followed by the sensible people leaving to get rest as to be fresh for day 2, and the others of us

who preferred to enjoy a few more bevies and do some tech talking about relevant issues (in other words talk rubbish). Having way too much to talk about we found ourselves back at Browny and whitey's motel room continuing the very thought inspiring discussions over some more liquid enlightening.

I awoke the following morning to a day that one could only describe as being delivered by air race heaven, beautiful sunny sky with the occasional cloud and a light breeze. I pulled my bed out of the back of the van and set it up as a lounge for which its comforts were enjoyed by plenty of people throughout the day. With the previous days flying came a few drop outs due to damaged aircraft and so the rounds were slightly smaller in size. This allowed for the rounds of the day to pass reasonably quickly and smoothly and without further incident. Racing was close and exciting and the TT Reno had some good very close racing with the lead changing a couple of times throughout the heats. The Red Bull class went without a hitch with Team Davis an un beatable force. The AT6 Texan heats were not run due to the previous day's events however it was unlikely the results would have varied.

Steve Norrie's Sea Fury

As the racing drew to a close and while the results were tallied a few guys took the chance to get in some open flying conditions and enjoy the clean flying air. The presentations were given along with some fantastic trophies and the prizes (see Steve Norrie's report on Pg 10 for results - ed). Congratulations to everyone who finished in a place and thanks to everyone who came along to compete. Special thanks must also go out the Cootamundra Aeromodellers Association for doing a great job preparing the field and supplying the cooks for the BBQ that kept me alive for the weekend, also to MASNSW and the Large Scale Racing Club of Australia for putting on a great event. Finally a cheers to the pilots and crews, you guys made my weekend well and truly worth the travel.

Finally a quick word about the Red Bull class, this is a great class and allows for the regular flyers of 70"-80" aerobatic aircraft to have some fun without having to buy a whole new set up. The atmosphere over the whole weekend was very relaxed and everyone had a good to great time.

Steve Davis' Red Bull

So if you have a 30cc sized aerobatics plane and want to have a little more fun with it, racing is a fantastic way to do it. Keep an eye out for another large scale racing event coming close to you. I know I will be travelling to find them myself to give you an idea of how much fun I had.

Byron Simpson
Gosford City Aeromodellers Club

NSW Pylon Racing Going Electric

In line with the increasing popularity of all types of electric model aircraft, NSW Pylon Racing has been looking at introducing an electric class into its program. The main issue has been to find a suitable class that is easy to get into, reasonably priced, uses off the shelf components that are readily available and most importantly, is easy and fun to fly.

EF-1 PYLON RACERS ON THE READY MAT AT NOWRA

In 2010 the American National Miniature Pylon Racing Association introduced Electric Formula One (EF-1) Not only does this class meet our criteria, but it also has good looking planes that are available in kit form and ARFs that can double up as Sunday sports flyers. These include aircraft such as E-flite's Pogo and Shoestring. An added bonus being it all comes with a set of rules and regulations. (We all know the fun and games that can be had formulating a set of rules and specifications. We only have to watch Julia and Tony at work)

The specifications list the maximum number of LiPo cells, the maximum battery weight, and the minimum size of the ESC, a list of approved motors, a specified propeller and the building materials to be used. ALL aircraft designs must be approved by the organisers. An important part of the specifications is that models must be primarily constructed of wood, covered with plastic film covering, eliminating the need for high tech, expensive composites in order to be competitive. The emphasis is on relatively low cost, enjoyable, fun pylon racing. We also have a "gentleman's agreement" that we use low cost batteries (typically about US$25/$30) and these have so far proven to be up to the task. When it comes to new flyers we try not be too pedantic about rules. If for example a battery or an ESC that you happen to have in a drawer, doesn't quite meet the rules but is in the ball park, and will get you started, so be it, use it. So long as safety is not compromised you will be allowed to fly.

The actual racing is run in accordance with the Australian Miniature Pylon Racing Rules using the long course. The long course is used because EF-1 is run in conjunction with the existing Q500, F400 and F3D classes. The EF-1 races are in groups of three heats which means a minimum of three batteries are needed, the main reason for our "gentleman's agreement" regarding batteries to keep the cost down. An advantage of the long course, particularly for beginners, is that there is more time between turns and therefore more time to sort out your flying. Battery charging time is while the other classes are being flown.

NSW Pylon Racing is always looking for new flyers and you will be most welcome, whether you are an electric or IC flyer, or just a spectator wanting to have a look. We are happy to organise you an experienced caller on the day to help you get started. Or, line up a mate who can act as a caller, or if you both fly, call for one another. Not quite sure what it is all about then come along and have a look and a chat

The organising of next year's program is in the final stages but unfortunately cannot be finalised until December. So for latest on dates and the EF-1 rules check our web site: **www.nswpylon.org**

or **contact Jeremy Randle 0418 390 446**.

Sydney Radio Control Society First Anniversary General Fly In

On Saturday 12th November Sydney Radio Control Society held a general fly in to celebrate the first anniversary at our new field. The day was always designed to be a very informal open invitation to fliers of all types of model to come along and have fun.

The weather gods decided to give us a helping hand and we had a beautiful sunny day with only a slight breeze. Recent rains and fine weather resulted in the runway and surrounding property looking absolutely magnificent setting the scene for what would turn out to be a great days flying.

We were really not sure how many fliers to expect on the day given we hadn't held an event like this before so our catering crew were a little nervous. The final total turned out to be 57 registered fliers which was an excellent turn out.

To add to the atmosphere the property owner had his full size Tiger Moth and B.A Eagle out on display and it was great to be able to get up close to these classic aircraft. Many thanks again to Roy for his ongoing support of our club activities.

The range of aircraft that turned up on the day was amazing, there was everything from tiny micro electrics, some great 3d chopper flying, some beautiful scale models right up to a number of magnificently presented jets and just about everything in between. Despite the wide range of aircraft and flying styles there was a genuine collegial atmosphere in the air with everyone getting along, lending a hand where needed and definitely enjoying themselves. Comments made on the day included that everyone really had fun meeting

and flying with other enthusiasts and seeing a range of aircraft that they don't normally have at their own club. Everyone contributed to the same relaxed atmosphere that you would find on any normal club day.

We had a number of people enquire as to whether this day would become an annual event and we decided then and there that we would be holding this event annually. So keep an eye out the same time next year for what will become our Annual Fly In.

SRCS would like to thank all those who came along to help make the day the great success it was. It is really encouraging to see our hobby thriving on days like this.

We would also like to thank Hobbies in the Hills for donating the raffle prize and supporting our club.


G-AAMZ

Millennium Cup – Round 5
Cowra – 17 & 18 September 2011

We had two great days of Millennium Cup flying at Cowra. The weather in the district had been dry for some time prior to the event and the grass cover in the field had been eaten down to a short length by the resident cattle. The weather forecast for the weekend was for dry conditions with winds from the west, strong on Saturday and light on Sunday. On Saturday morning the winds were almost dead calm, but had come up by the time we commenced flying just after midday. From about 2-3pm the winds became quite strong with the attendant issues in the launching, thermalling and landing phases. After 3pm the winds eased right off again. On Sunday the winds were quite fresh to strong all morning. The temperatures were in the low 20s on both days.

We used the new winch for launching over the weekend. Certainly when the winch and retriever are working smoothly this arrangement is a labour saving configuration. We were able to get a number of pilots in the air and all the spots occupied in short order. We then would run out of manpower as the majority of entrants were engaged in flying/timing/retrieving duties. We had few line breaks and tangles but I think the reasons for this are largely understood and we can cure the more obvious niggly issues.

We had 12 pilots on day 1 of the weekend. While an additional pilot entered on day 2 we also had a retirement after day 1, so we again had 12 pilots fly on day 2.

And the overall results for the Cowra round of the 2011 Millennium Cup are -
1st Fred Lodden
2nd Don Farrar
3rd Paul Gibson
The first placed junior pilot was Geoff Symons.
Congratulations to the place getters.

Fred Lodden.

The results were

Place	Name	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Rd 7	Rd 8	Rd 9	Rd 10	Rd 11	Rd 12	Total	Drop (2)	TOTAL
1	LODDEN FRED	357	392	304	377	352	398	397	359	399	403	406	239	4383	543	3840
2	FARRAR DON	255	359	409	372	403	389	362	360	385	192	394	269	4149	447	3702
3	GIBSON PAUL	353	160	298	409	379	393	338	401	301	199	375	394	4000	359	3641
4	STONE MAX	379	129	348	346	309	254	288	354	401	346	292	367	3813	383	3430
5	WATTS BRETT	140	358	251	399	372	374	340	359	230	385	291	301	3800	370	3430
6	SYMONS DAVE	398	261	389	387	401	271	356	252	229	313	278	357	3892	481	3411
7	METZGER KLAUS	360	280	360	218	346	256	257	381	257	406	392	369	3882	474	3408
8	MORRIS LES	108	355	356	239	401	339	354	282	365	311	293	282	3685	347	3338
9	SYMONS WAYNE	187	302	246	239	295	225	251	279	388	276	359	349	3396	412	2984
10	SYMONS GEOFFREY	194	243	347	186	151	231	231	227	343	386	358	276	3173	337	2836
11	CEO MARC	242	226	346	213	390	355	183	346	229	140	241	242	3153	323	2830
12	LACEY DOUG	0	0	0	0	0	0	351	200	227	370	368	153	1669	0	1669
13	BROADBENT TREVOR	223	0	222	283	394	264	0	0	0	0	0	0	1386	0	1386

The entrants for the Cowra round of the Millennium Cup

Wayne Symons (c) launching Geoffrey Symons' (r) Sagitta

Millennium Cup – Round 6
Maddens Plains – 23 October 2011

The weather forecast was for light easterly winds freshening after midday and turning NNE. So we set up the equipment to launch to the north, but for the first few rounds the wind was very light from the SE. The wind eventually went around to the NE but was very light all day. The temperature was in the high 20s as forecast. Cloud was very thin high cloud all day. Flying conditions were superb.

We had 14 pilots entered in the competition.

We started a little late at 9:40am due to the computer deciding it needed to do a disk check and then a Windows update. However we completed six rounds before we broke for a 40 minute lunch break at 12:40 and then we completed a further three rounds after lunch. We finished flying at 2:30 with a total of nine rounds completed.
The winch and retriever system operated pretty much flawlessly all day with no line breaks or tangles on either system. Because of this we were able to rapidly launch pilots. We could quickly get five planes in the sky but this then caused a queue for landing spots. Five pilots and five timers meant that 10 of the 14 entrants were occupied and that didn't leave many free hands for further piloting and launching activities.
I think that there was only one pop off on launch all day, and no aircraft were busted up during launch. So it appears that the pilot group have adapted very quickly to using the winch for launching and I think it is widely appreciated that we don't need to tow any more (particularly with the downwind launches we had to do in the early rounds on Sunday).

The lift was light for most of the day and seeking out buoyant patches appeared to be the key. I think that only Owen Pearcey got big height in a large thermal.

In 1st place on the day was Fred Lodden.
In second place was Klaus Metzger and in third place was Doug Lacey. Congratulations to the place getters. Congratulations to the place getters.

Fred Lodden.

2011 MILLENNIUM CUP ROUND 6
MADDENS PLAINS

PLACE	Name	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Rd 7	Rd 8	Rd 9	Total	Drop	TOTAL	Norm
1	LODDEN FRED	395	399	394	404	404	256	362	375	335	3324	256	3068	1000
2	METZGER KLAUS	334	269	383	397	397	339	384	234	350	3087	234	2853	930
3	LACEY DOUG	383	355	335	385	385	324	225	250	181	2823	181	2642	861
4	BURKE BARRY	403	408	397	252	252	351	297	232	279	2871	232	2639	860
5	OWEN PEARCEY	400	398	405	229	229	306	368	279	218	2832	218	2614	852
6	FARRAR DON	339	404	319	298	298	366	184	203	286	2697	184	2513	819
7	SYMONS GEOFFREY	355	274	232	282	282	186	216	251	327	2405	186	2219	723
8	CEO MARC	357	185	305	276	276	244	242	131	243	2259	131	2128	694
9	STROMBERG IVAR	226	284	241	267	267	253	298	190	222	2248	190	2058	671
10	GIBSON BILL	229	312	355	219	219	233	253	192	185	2197	185	2012	656
11	MORRIS LES	231	348	357	222	222	213	210	180	196	2179	180	1999	652
12	WOODWARD KEN	245	362	170	253	253	176	138	166	281	2044	138	1906	621
13	SYMONS WAYNE	191	185	263	260	260	282	170	168	241	2020	168	1852	604
14	STONE MAX	280	276	190	169	169	210	195	288	187	1964	169	1795	585

Fred Lodden (l) from the HSL club receiving the trophy for 1st place from the HSL president Alan Lowe (r)

Klaus Metzger (r) from the HSL club receiving his trophy for 2nd place

Doug Lacey (r) receiving his trophy for 3rd place

Geof Symonds (r)from Cowra receiving his trophy for 1st place junior r

Upcoming Events

★★

THE 32nd ANNUAL

Armidale Sailplane Expo

hosted by NEMAC Inc.

from 9.00am Thursday 26th January 2012 'til 1.30pm Saturday 28th January 2012

ENTRY FORM, CONDITIONS OF ENTRY AND TASK INFORMATION AVAILABLE FROM:

http://www.flyelectric.com/Expo-main.html
http://www.fly-rc.com.au/index.php?option=com_content&view=category&layout=blog&id=14&Itemid=19
http://www.lsfaustralia.org.au

ENTER PRIOR TO FRIDAY JANUARY 20, 2012 BY
email: hutton.oddy@skymesh.com.au or phone: 0425 285 758

★★

●*open & res sailplane* ●*open & limited electric sailplane*
●*hand launch sailplane*

★★

See in 2012 with the first AERO TOW event in NSW

Where: Rebel Flying Club, Hexham, NSW

When: 8am - 6pm Saturday and Sunday 21-22 January 2012

The club will have available several tugs in various sizes from 50cc to 150cc
Height clearance has been approved to 2000feet AGL

If you have a glider with a tow release then why not come along. There will be plenty of people available to help get you pride and joy flying.

REBEL FLYING CLUB Inc.

There will be hot water for tea and coffee along with cold drinks available on the field, if you want to cook then you'll need to bring your own BBQ.

Contact details:

Tom Tobin:
Ph: (02) 4934 5443
Email: tjt1954@bigpond.com

Paul Collins:
Ph: (02) 4945 8582
Email: pcollins55@bigpond.com

Coffs Helifest

2012

May 18 19 & 20

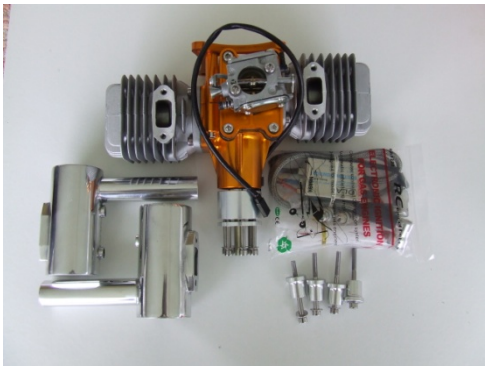
Keep these dates clear for the Fun Fly

For Sale

DLA 112 TWIN engine
PLUS
Smart - Fly PowerSystem Eq6 Turbo

- with fibre optical receiver ignition cut
- 2 NGK Plugs @$30 pair

BRAND NEW IN BOXES



$950 (will not separate)

Swallow ACDC Eq Charger

$110 New in Box

Contact Rod on 0429 861 097 or 02 6586 1097

Deadline for submissions to Newsletter #342 (February 2012) is Tuesday 17 January 2012

There is no January 2012 Newsletter

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