

MINIATURE 
AERO SPORTS
NEW SOUTH WALES INC.



Full size Aeronca Champ and John Marquette's 1/3 scale model - Wilton 1984 (*read more inside*)

Tony Stinson (MUMAC)



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Diary Notes

Next MAS Meeting: Friday 10 February 2012 at 8:00pm.
Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Following MAS Meeting: Friday 9 March 2012.
Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Newsletter #343 (March 2012) deadline for submissions:
Tuesday 14 February 2012.

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with your AUS Number directly to the Registrar***

From the Editor

Welcome to 2012. A good break but as always, back to work all too quickly. I'm afraid that with the weather the way it was; it seemed to start raining every Sunday morning, I got very little flying in. I did get a chance to build a new model though; a small electric aircraft from a plan published in one of the English magazines. Maybe I'll try and slip a few photos in an upcoming newsletter.

There is a lot of material in this issue relating to MAAA MOP019 (Display Procedure). Be sure to read it carefully and if you can make it to the upcoming February Business Meeting it will be discussed at length.

I was getting a bit concerned about having enough material for this month, coming out of the holiday break as it were but as you can see, we have another full issue.

There are plenty of events coming up for the first quarter of the year - hopefully something to interest everyone. The MAS NSW Car Boot Sale that was cancelled last year due to the rain will reconvene at a venue to be advised on the 24th March - remember, your trash may be someone else's treasure. Well, that's about all from me.....

As always,
Happy flying, Rob M

Important Announcement Regarding MAAA MOP019 Australian Model Aircraft Flying Requirements

The following correspondence has been received from the MAAA President with the request that it be circulated as a matter of urgency. It is a matter that should be brought to attention of all club members, especially those with an interest in public flying displays.

The MAAA release will be discussed at the next MAS NSW Business Meeting to be held at "Workers", Parramatta on 10 February 2012, starting at 8pm. At this time the executive will table all items of correspondence in relation to this matter and it will be open for discussion, review and subsequent inclusion in the minutes.

If your club has concerns or questions in relation to holding a Public Display contact the MAS NSW Secretary for any assistance that you may require in preparing your submission.

AUSTRALIAN MODEL AIRCRAFT FLYING DISPLAY REQUIREMENTS

There has been debate recently on the above and there is clearly some lack of understanding within the MAAA Membership of the total requirement for the conduct of Model Aircraft Flying Displays.

All Commonwealth Regulations (including Acts of Parliament) will override State Laws, and all of these will take absolute precedence over any MAAA MOP. For Public Displays the Commonwealth Regulation is in CASR 1998 Part 101 and the MAAA cannot vary either the requirement or the responsibility.

Part 101 requires that, in MAAA terms, the Display Director ensures that proper precautions are taken for the safety of the participants and spectators; and the operators participating in the display are competent to carry out each proposed manoeuvre safely. A more detailed extract is in the Attachment.

MOP019 also covers this. An earlier version stated that the Display Directors are responsible for ensuring that all pilots flying in their Displays are of suitable competence, which shall be to a minimum of MAAA Gold Wings standard for radio controlled aircraft pilots. They shall satisfy themselves of the ability of the pilots to perform the manoeuvres that the display aircraft are capable of doing, under the Display conditions, in a safe manner. It then provided advice on how this can be achieved. A more detailed extract is in the Attachment.

It should be noted that Gold Wings standard was not the standard required but was only a minimum, in addition to which the other standards/criteria were mandatory. Display Directors have the responsibility to decide what the proper precautions are, taking into account the nature of the event. In practice Gold Wings standard added nothing but had the potential to complicate the situation. Using the award of Gold Wings as the sole measure of current pilot competency would never satisfy CASA Regulations because:

- (a) the purpose of the Wings scheme is to establish the MAAA acceptable standard to be competent to fly a basic model aircraft flight category without minimum supervision, and provide an incentive for pilots to develop their basic skills to a higher level before, or whilst, pursuing their individual interests.
- (b) it is not subject to reassessment over time.
- (c) it can be achieved with most trainer style aircraft of modest size, speed and capability.
- (d) it gives no indication of a pilot's ability to safely fly a faster, larger, more sensitive or less stable aircraft that may be under his command at the Display.
- (e) it gives no indication of a pilot's capability to fly with the added stress of what could be a large audience.

The current version of MOP019 removes any reference to Gold Wings and just says that the Display Directors are responsible for ensuring that all pilots flying in their Displays are of suitable competence, and for radio controlled aircraft they shall be capable of flying their display aircraft in a competent and safe manner and complete all the display manoeuvres without any loss of control and orientation. They shall satisfy themselves of the ability of the pilots to fly to this standard under the Display conditions. A more detailed extract is in the Attachment.

It also removes the MAAA requirement that the pilot had to be able to perform the manoeuvres that the aircraft was capable of doing. This requirement imposed an impossible standard on normal pilots given the fantastic skill level of the world's best pilots to be able to perform extreme manoeuvres with normal aircraft.

Any words that are written can be subject to differing interpretations. The MAAA MOP's are MAAA documents which the MAAA can consider changing at any time without reference to outside organisations. The MAAA has been advised that if there is an incident, and the interpretation of an MOP is raised, this could only cause questions on insurance cover if the member had not fulfilled the MAAA intent.

The intent of MOP019 remains one of competence to be able to fly the manoeuvres safely. Flying manoeuvres safely is normally interpreted as without loss of control and orientation, as in the safe flying standards specified in MOP015 Permits to Fly. It was never intended that the new words in the MOP would be interpreted as the Display Director having to ensure that every manoeuvre in the Display would actually have to be flown without any loss of control or orientation, simply that the pilots are capable of flying their display manoeuvres safely. Everyone does make occasional errors no matter how competent they are.

The bottom line is that the MAAA has in fact sought to reduce the Public Display pilot standards within MOP019 to bring them into closer alignment with the CASA Regulations. If Display Directors were to follow the same processes for Displays as they committed to undertake under the older version, then they would comply with, or exceed, the requirements of the current version of MOP019.

ATTACHMENT

CASR 1998 Part 101 Extract

101.410 Model flying displays

(1) A person may conduct a model aircraft flying display only in compliance with subregulation (2) or (3).
Penalty: 50 penalty units.

(1A) An offence against subregulation (1) is an offence of strict liability.

Note For strict liability, see section 6.1 of the Criminal Code.

(2) A person complies with this subregulation if the display is conducted:

(a) in an approved area; and

(b) in accordance with the rules and procedures of an approved aviation administration organisation.

Note CASA must publish details of the approval of an area (including any conditions) in NOTAM or on an aeronautical chart — see subregulation 101.030 (5).

(3) A person complies with this subregulation if the display is conducted in accordance with the following conditions and any other conditions imposed by CASA under subregulation (4):

(a) at least 21 days before the display, somebody is nominated as the organiser of the display;

(b) at least 21 days before the display, he or she gives to CASA the following information:

(i) his or her name, address and telephone number;

(ii) the proposed program of flying;

(iii) where the display will be held, and how big the intended flying field is;

(iv) how many spectators are expected, and where they will be;

(c) he or she ensures that:

(i) having regard to the events making up the display, proper precautions are taken for the safety of the participants and spectators; and

(ii) the operators participating in the display are competent to carry out each proposed manoeuvre safely.

Previous version MAAA MOP019 Extract

(The words prior to the change are in bold)

7.9 The Display Director is responsible for ensuring that:

(a) All pilots flying in the Display are of suitable competence, **which shall be to a minimum of MAAA Gold Wings standard for radio controlled aircraft pilots.** This includes all pilots, even if the aircraft is being flown with two transmitters connected with a "buddy cord".

(b) Aircraft requiring permits have valid documentation.

(c) Aircraft requiring permits are to be flown within the flight envelope approved on their permit.

(d) Only persons endorsed as pilots on the permits of aircraft requiring them are permitted to fly such aircraft at Displays. This includes all pilots, even if the aircraft is being flown with two transmitters connected with a "buddy cord".

(e) All persons assisting in the running of the Display are fully briefed and aware of safety requirements.

7.10 The Display Director shall satisfy him/herself of the ability of the pilot **to perform the manoeuvres that the display aircraft is capable of doing, under the Display conditions, in a safe manner.** The Display Director will decide on the appropriate means of assessment depending on the scale of the Display. This may range from prior assessment in the case of large formal Displays, to the pre-flight briefing and on-going observation for smaller open events. The Display Director is required to ground any pilot not flying to the required standard on the day.

Current version MAAA MOP019 Extract

(Changed sections only. The words after the change are in bold)

7.9 The Display Director is responsible for ensuring that:

(a) All pilots flying in the Display are of suitable competence, **and for radio controlled aircraft they shall be capable of flying their display aircraft in a competent and safe manner and complete all the display manoeuvres without any loss of control and orientation.** This includes all pilots, even if the aircraft is being flown with two transmitters connected with a "buddy cord".

7.10 The Display Director shall satisfy him/herself of the ability of the pilots **to fly to the standard of 7.9 (a), under the Display conditions.** The Display Director will decide on the appropriate means of assessment depending on the scale of the Display. This may range from prior assessment in the case of large formal Displays, to the pre-flight briefing and on-going observation for smaller open events. The Display Director is required to ground any pilot not flying to the required standard on the day.

Miniature Aero Sports NSW Inc

Business Meeting
Workers Parramatta
9th December 2011

Meeting Opened: 8.00pm

Attendance: Mike Robinson (Macksville MAC), D Lewis (WPMAC), M Stone (HSL), M Lacey (SSME), S Norrie (NSWSAS), B Thrift (CVRCMAC), G Atkinson (WRCS), B Carpenter (HMAS), T Nolan (ROW).

Visitors: B Baldwin (CMAC), E Ashley (CVRCMAC), C Natoli (PRCAC).

Apologies: D Devries, R Masters, M Close

Special Welcome to Mike Robinson from the President

Minutes: Motion that the minutes of the meetings held on the 11 November 2011 as distributed in Newsletter 341 be accepted as a true and accurate record of that Meeting.

Moved: CVRCMAC **Second:** NSW SAS **Carried**

Business Arising: nil

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 2012 MAAA Council Conference advice
- M 1.2 MAAA MAAA Newsletter
- * M 1.3 MAAA Proposed change to MOP 019
- * M 1.4 MAAA Marketing Sub Committee Discussion Paper
- M 1.5 MAAA CASA Sports Aviation Report 2011
- M 1.6 MAAA CIAM Flyer
- M 1.7 MAAA Insurance Question from Grafton MAC
- M 1.8 MAAA Executive Meetings minutes from 13 Nov 2011
- M 1.9 MAAA Feral Flyers MAC, closure of Injury incident

From other than MAAA:

- * C 2.1 VMAA Public Display Notification (Wagga Wagga)
- C 2.2 C Gregson information re Turbine Permit
- C 2.3 C Greenwood Membership enquiry
- C 2.4 PRCAC Flying Display Application

- C 2.5 Lake Macquarie MAC FW25 nomination
- C 2.20 Received completed Large Model Permits to fly forms from the following:
R Martini(Archerville Eagles) W Noorwood (COMSOA), T Denley (COMSOA),
J Owen (CMAC), C James (SRCS), D Tuffrey (Blacktown), S Austin (WRCS),
M Grussenbacher (Rebel) x2, C Brookes (SSSFA) x 2,G Harrod (COMSOA),
J Morris (COMSOA), P Rowinski (CKSMAC), C Gregson (COMSOA), H Wall (PMAC),
T Sparkes (WRCS).
- C 2.21 Received Cancelled Large Model Permits to fly forms from the following:
W Noorwood (COMSOA)
- C 2.22 Newsletters Received:
MAAQ Airflow, MAAQ Newsletter October/December

Late Correspondence:

- C 2.23 Nil

Correspondence Out:

To MAAA: Nil

To other than MAAA:

- C 3.1 CASA Liaison PRCAC Flying Application

Business Arising from Correspondence:

Moved: MMFC **Second:** WRCS **Carried**

Reports:Treasurer: **Bob Bishop**

Business Arising from the Treasurers Report: NIL

Moved: SSME **Second:** HSL **Carried**

Reports:

President **Bob Carpenter**

By the time you read this report it will be 2012 and I welcome all members back, hope that you enjoyed the Christmas New Year Break and that you managed to get some quality time at the workshop and the flying field.

I am presenting this report at the December meeting and the weather over the past few months has been challenging for flying. The last weekend in November the rain was extremely heavy and caused cancellation/postponement of the Camden Valley Scale Fly In, The Defence Children's Christmas Treat and the MAS Boot Sale. All of these events had to be called off with very short notice to all involved or who wished to participate. This is a problem when we have outdoor activities and I ask the question

of our members; How can we let everyone know when we are required to call off or postpone events? Your inputs are welcome.

Due to the interest in the Car Boot Sale we intend to reschedule this and hopefully we can have it early in 2012 (I am thinking that March will be enough time for the weather to be calm and also give us enough time to publicise the event to all of our members – watch the newsletter).

Vice President / Secretary Tim Nolan

There are questions being asked about insurance when flying in local parks etc..."I must be covered I am member of MAAA." is often what we hear. You must have the landowner's permission to fly on the site, abide by civil aviation rules (this means no closer than 30m from people) and all of the requirements in the MAAA manual of procedures, basically if you are breaching any of these then there is no MAAA insurance.

On the issue of gold wings etc, they are issued at no charge, so if you have any old books or forms, please download the current version of the form and send it to the Secretary so it can be recorded in the minutes and your wings issued. Any heavy model forms or cancellations please forward to me, again for recording and entering in the minutes. Both of these forms can be scanned and sent as either a .JPG or as a PDF. If you are sending a heavy model form please scan the whole document (it is easier to manage a full sheet of paper).

We are currently looking for a couple of clubs to host country meetings in the next year, one in March and the other in October, if your club is interested then please give me a call to talk about what is involved. This is a chance for your members and surrounding clubs to meet the Executive and discuss your concerns and suggestions on the future direction of MAS NSW.

I will be contacting all Special Interest groups seeking information on their plans for hosting of the MAAA Nationals in 2013-14, as has been published, the events are being hosted by the various Special Interest Groups. These submissions will be required by the end of January at the latest so they can be forwarded to the MAAA Secretary for inclusion in the MAAA National Conference agenda items.

It is also time to review the current representatives on various MAAA Sub Committees and if you are interested in continuing or would like to become involved then please let me know, also by the end of January 2012

The Executive is asking for any suggestions as to a possible guest speaker for the MAS Dinner and presentation night, if you have any suggestions then please drop the Executive a line

Thanks to all the Club Secretaries who have helped me over the year, and I wish you and families a Merry Christmas and happy New Year with a little less rain and lots of flying.

Registrar/Assistant Secretary Dave Lewis

Current Year		New to System	Last Year
Seniors	2416	184	1528
Pensioners			466
Juniors	92	23	96
No. of Clubs	92		94
Total Membership	2238	207	2090

Chief Flying Instructor Bob Carpenter

I am receiving queries asking when we will be holding the next Instructor's course. At this stage it looks like April 2012. This will allow everyone to return and get established in 2012. We will publicise this through our email to all clubs and at the first MAS meeting in February. If you would like to be considered for the Instructor's Workshop and Course as either a new instructor, a current instructor refreshing your knowledge or a club administrator, please contact me direct. We will schedule the course as soon as we have enough participants. Please note that we will be including all categories at the next instructors course; Fixed Wing, Helicopter and Glider.

You will have seen that we at MAS have appointed in the last couple of months Glider Instructors to push along the Wings system. The Instructors Course covers the "How to Teach" for all categories which includes Gliders, but dependent on those attending, we will ensure that there is practical training for Gliders in the areas of Buddy Box, Launch systems etc.

I have been advised by MAAA that some people are applying for their Bronze Wings with forms that are not current. This happened due to a problem with the internet where you could obtain an out of date form depending on how you used the Internet. If you used Google it would give the wrong form. If you went direct to the MAAA web site the correct form was provided.

This highlights a continuing problem with not only Bronze wings forms but all forms and MOPS available from MAAA. All of these are continually updated. The best method of obtaining the correct forms and MOPs is to either go direct to the MAAA website or if you have a club Web site please link to the MAAA web site and do not provide forms direct.

PRO/ State Flying Field Steve Norrie

Work has been delayed a little at the State Flying Field due to weather, the new road in will commence shortly and also the modifications to the gate access to the shed area. The new runways have been cut and are already in use, the feasibility of putting a shower and hot water to the area are currently be investigated and will be completed for discussions in the new year.

I would like to thank the members for their support during the year and we will continue to improve the State Flying Field. Once again a reminder any club that would like to hold a flying day/weekend just contact me to make a booking and there is no charge for clubs to use the field.

Other Reports:

Nil

Motion to accept Reports as received

Moved: WRCS **Second:** CVRCMAC **Carried**

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

Dennis Ballard	COMSOA	71485
Raymond Zaragoza	BAC	73922
Ed Drakes	HEMFC	73769
Stephen Marr	COMSOA	71445
Paul Allen	COMSOA	23305
William Norwood	COMSOA	73717
Troy Cook	IMAC	73957

John McFarland	COMSOA	66188
Gavin Jones	SSC	73905
Greg Cusak	DMAC	71258
Mario Viljevac	Lake Macquarie MAC	73966
John Manwaring	Cootamundra MAC	73807

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

John Watson	Parkes MAC	64337
Jason Vanajek	PRCAC	49860 **
Ed Drakes	HEMFC	73769
Jason Kautz	IMAC	73927
Frank Ruiz	IMAC	59639
Tom Churchill	DMAC	71550

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:

Luke Saul	Gosford MAC	73783
David Moore	SSSFA	15345

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

No applications received

Applications received for approval of MAAA Helicopter Instructors

No applications received

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

No applications received

Applications received for the approval of MAAA Glider – Gold Wings:

No applications received

Applications received and approved for MAAA Glider Instructors:

Hutton Oddy	NEMAC	7377
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Application for FW25 Inspector:

Barry Dennison	SSSFA	64304
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Moved: NSW SAS **Second:** MMFC **Carried**

MAAA Inspector Approvals:

Heavy Model FW 25 Inspector Approvals

Ari Palsson	Evans Head RASC	49868
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Heavy Model RW 25 Inspector Approvals

Nil received

Giant Model FW 50 Inspector Approvals

Paul Bennet COMSOA 28239

Giant Model RW 50 Inspector Approvals

Nil received

Gas Turbine Inspector Approvals

Mike Close SRCS 32661

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:

Shoalhaven MAC	2m Thermal Glider	Shoalhaven	Nov 2011
Muswellbrook District	Old Timer	Muswellbrook	Nov 2011
Charles Kingsford Smith	NSW Aerobatic Champs	Pitt Town	Nov 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:** SSME **Carried**

General Business:

The first item of General Business is:

The next Business Meeting of MASNSW will be held at the Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta on the 10 February 2012. The meeting to commence at 8.00pm, (2000hrs), All Members, Observers, and Visitors are welcome.

Discussion of what people would like to see for the Annual Dinner, speakers other suggestions.

How to manage historical exhibits, we have passed on to the MAAA a large number of very significant parts of model aviation history in Australia, we are seeking some comment from the membership on how these should be managed. Do we need to keep them? What of the costs involved? Some of these old aircraft are in need of urgent restoration, do you have the skills to assist? A number of these are tissue covered and these will require careful storage. The cost of these repairs would be paid for by the MAAA or MAS as the case may be.

Do we need to keep old magazines and records? If so for how long. It is agreed that we should at the minimum keep a copy of all the old RCAS and MAS newsletters that are not stored electronically. Should we scan all of these and arrange to have them available on line? What of the cost to convert them?

How should these items be valued. Professional valuations? What plans do we need to develop to ensure the security of these items, or do we just pass them all on to MAAA. These same issues will still have to answered at that level, and the cost involved.

Being no further business before the meeting, the meeting was declared closed at: 9.55pm

What is a Public Flying Display?

There has been considerable discussion over MAAA MOP 019 (Public Flying Displays). In response to a number of enquiries the Executive of MAS NSW issue the following statement.

Public Flying Display Definition:

The Executive of MAS NSW in consultation with MAAA define that Club events advertised in a Club Newsletter, Club Website, MAS NSW Calendar and flyers displayed in a Model/Hobby shop **targeting** MAAA Members are not a Public Flying Display under MAAA MOP019, and therefore do not require CASA approval.

MASNSW 2012–2013 Events

Calendar

(Compiled 18/1/2012)

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

January 2012

Note – No MASNSW General Meeting and No Newsletter

21-22	Rebel Flying Club 2012 Aero Tow Event	Hexham	Tom Tobin	02 4934 5443
* 22	Pattern / Aerobatics	Shoalhaven	Richard Knox	0417 483 689
26	Australia Day			
26-28	Sailplane Expo	Armidale	Hutton Oddy	0425 285 758

February 2012

10	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
19	Pattern / Aerobatics	Pitt Town	Richard Knox	0417 483 689
24-26	Heli Heat Wave – Helicopter Event	Wagga Wagga	Brendan Tucker	02 6931 1125
* 25-26	NSWSAS Scale Round 1	Camden	John Rolfe	02 9734 6288

March 2012

2-4	MASNSW Glider Aero Tow Event	Cootamundra	Tim Nolan	0412 173 440
9	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
11	Seaplanes at the Regatta Centre	Penrith	Tim Nolan	0412 173 440
* 17-18	NSWSAS Scale Masters Round 2	Metford	John Rolfe	02 9734 6288
18	Appin Electric Fun Fly / Boot Sale	Appin	Mark Pilling	02 9757 8823
* 24-25	Pattern / Aerobatics	Illawarra	Richard Knox	0417 483 689
24	MASNSW Car Boot Sale	TBA	Bob Carpenter	02 4577 6612
25	Blacktown Aeromodellers Club Electric Fly-In	Doonside	John Rourke	02 9907 4271

April 2012

6	Good Friday			
9	Easter Monday			
13	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
14	MASNSW Annual Dinner & Presentation night	TBA	Bob Carpenter	02 4577 6612
15	Seaplanes at the Regatta Centre	Penrith	Tim Nolan	0412 173 440
21-22	Pattern / Aerobatics	Queanbeyan	Richard Knox	0417 483 689
25	Anzac Day Wednesday			
27-28	WWII and Military Scale Event	Wagga Wagga	Brian Thomson	02 6922 3941

May 2012

11	MASNSW Annual General Meeting	Parramatta	Bob Carpenter	02 4577 6612
11-13	Autumn Scale Rally Twin City's	Albury	David Balfour	02 6043 3169
13	Seaplanes at the Regatta Centre	Penrith	Tim Nolan	0412 173 440
18-20	MAAA Annual Council Conference	Sydney	Tim Nolan	0412 173 440
19-20	COMSOA Scale Fun Fly	Maitland	Paul Robertson	02 4946 8334
* 26-27	NSW Large Scale State Titles	Taree	Dean Erby	0437 397 451
26-27	Pattern / Aerobatics	Coonabarabran	Richard Knox	0417 483 689

June 2012

3	Seaplanes at the Regatta Centre	Penrith	Tim Nolan	0412 173 440
8	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
11	Queens Birthday			
* 16-17	NSWSAS Scale Round 3	Blacktown	John Rolfe	02 9734 6288
17	Seaplanes at the Regatta Centre	Penrith	Tim Nolan	0412 173 440
23-24	Pattern / Aerobatics	Wingham	Richard Knox	0417 483 689

July 2012

13	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
15	Seaplanes at the Regatta Centre	Penrith	Tim Nolan	0412 173 440
* 22	Pattern / Aerobatics	Pitt Town	Richard Knox	0417 483 689

August 2012

10	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
11-12	NSW State Titles F4C, Standoff, & Open Scale	Richmond	John Rolfe	02 9734 6288
12	Seaplanes at the Regatta Centre	Penrith	Tim Nolan	0412 173 440
19	Pattern / Aerobatics	Illawarra	Richard Knox	0417 483 689
26	Seaplanes at the Regatta Centre	Penrith	Tim Nolan	0412 173 440
25-26	Oily Hand Diesel Days	Cowra	Andy Luckett	02 6342 3054

September 2012

* 8-9	Pattern / Aerobatics	Gunnedah	Richard Knox	0417 483 689
8-9	NSWSAS Scale Round 4	Richmond	John Rolfe	02 9734 6288
14	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
14-23	Manila Slope Festival (Glider)	Manila	Stephen Wenban	0437 032 660
15-16	VRF Mammoth Scale Fly In (Vic)	Karramomus	Adrian Sumner	03 5821 7948
30	Seaplanes at the Regatta Centre	Penrith	Tim Nolan	0412 173 440

October 2012

12	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
12-14	Twin Cities Float Plane Weekend	Albury	David Balfour	02 6043 3169
* 27	Pattern / Aerobatics	Camden Valley	Richard Knox	0417 483 689
28	Seaplanes at the Regatta Centre	Penrith	Tim Nolan	0412 173 440

November 2012

9	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
24-25	NSW Pattern / Aerobatics Championships	TBA	Richard Knox	0417 483 689

December 2012

14	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
25	Christmas			
26	Boxing Day			
27/12/12 – 3/1/13	Control Line Nationals	Albury		



Steve Rogers (Wizza) of Hawkesbury Model Air Sports displaying his entire fleet of EDF jets – 8 in total. Taken 18th December 2011

Photo via Peter Creaser (HMAS)

MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.

Newsletter

NO. 05/2011

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Congratulations

In October at the FAI General Conference held in Belgrade, Mike Close was elected as FAI Vice President (Australia).

At the recently held ASAC Annual Board Meeting, Mike Close was also re-elected as ASAC President.

Concessional Membership

From 1 January 2012, a person who has not been an MAAA member the previous membership year is entitled to half MAAA fees. Current MAAA Rules require that any person who was a member in 2010-2011 shall still pay the full fee. Clubs should note that this Concessional Membership is only available to new members and those who have not been affiliated since 1 July 2010.

Outcomes from Reported Incidents

The latest Incident Reports have indicated several different areas where members need to be vigilant.

In the first case, as a modeller was refuelling a grass mower, the spout on the fuel container broke apart, spraying fuel into his face and left eye. Safety eye protection was being worn, however the fuel splashed under the rim of the glasses. The eye was washed immediately and medical attention sought. This incident highlights the benefits of members having some basic knowledge of first aid.

The second case involves a modeller launching an electric powered pusher type aircraft. On launch the propeller lacerated the modeller's hand.

Looking at corrective actions, the club suggested that similar designed models should be launched by the wing tip. In closing this incident out, it was noted that the method proposed may be applied to some models but was not appropriate for all pusher style aircraft, but the danger is real and has to be considered.

In the last incident the model was suitably restrained, however while getting to his feet after starting the engine, the modeller stumbled. In doing so he swung his hand out into the spinning propeller.

In closing this incident out, the merits in the actions by the club indicating they will conduct a training course on a safe way for members to become upright after kneeling to start engines was noted. It is also important that everyone is aware of the possible reduced mobility of older members within our clubs and that assistance is offered where needed.

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.

Event Program and Entry Forms are available from the MAAA website www.maaa.asn.au

Frequently Asked Questions

The Frequently Asked Questions page on the MAAA website www.maaa.asn.au is now broken up into three sections, one for general questions the second relating to questions and answers regarding 2.4GHz equipment and the third dealing with Insurance. The intention of the FAQ page is to provide members and prospective members with easy access to typical, everyday information, which may or may not be contained within the MOPs. It is regularly expanded and updated as we get feedback from members

State Flying Instructor Conference

At the Conference held in October it was agreed that MAAA adopt a universal Instructor's Course for a trial period of 2 years. The structure of the course will be based on the current MAS NSW style with ideas from all states to be considered for incorporation into the final version of the course.

The SFIs were asked to agree as a starting point for all future MAAA Flight Training discussions, the role that it fulfils in the development of flying skills. The following three items were documented, and it was also agreed that the points be inserted in any relevant documents

1. Purpose of MAAA Flight Instruction

To assist in the development of a student's flying skills in a new flight category to the point where they are able to fly a basic model of that type safely by themselves, coupled with the knowledge of the CASA, MAAA and club requirements, and to achieve this result as quickly and safely as is practical; to be followed by assisting in progress to Gold Wings as requested.

2. Role of MAAA Instructors

To have been trained in appropriate techniques for effective flight instruction to support flight instruction at club level and through example and mentoring to increase the level of competence of others carrying out flight instruction at a club level.

3. Purpose of the MAAA Wings Scheme

To establish the MAAA acceptable standard to be competent to fly a basic model aircraft flight category without minimum supervision, and provide an incentive for pilots to develop their basic skills to a higher level before, or whilst, pursuing their individual interests.

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

2013 F3B Team Trial

Organiser: Mike O'Reilly

Format: single event team trial, with the scores calculated as per World Cup rankings method.

Location: SSL Park, Nine Mile Road, Milang SA

Dates: March 23-25 2012

\$50 entry fee for all competitors, plus \$50 aspirant fee will be required and held in trust for the selected team.

2013 Free Flight Team Trials

The schedule for multi team trials as shown:

Queensland	State Championships
Dalby	F1c 10 March
Dalby	F1a 21 April
Dalby	F1b 22 April
New South Wales	State Championships
Springhurst	29 Sept-1 Oct F1a, F1b, F1c
Victoria	State Championships
Springhurst	10-12 March F1a, F1b, F1c
Western Australia	State Championships
Meckering	2-4 June F1a, F1b, F1c
Special WA Trial	
Meckering	21-22 April F1a, F1b, F1c
WA 65th Nationals	12-20 April As programmed
	F1a, F1b, F1c

Southern Cross Cup Narrandera NSW
2-3 April as programmed

AFFS Championships Narrandera NSW
4-8 April as programmed

2012 F3A Asia Oceanic Continental Championship

The Trial will be run in accordance with the current F3A rules at the Australian Masters, Valley Radio Flyers field Shepparton Victoria on the weekend of 10 -12 of March 2012.

There is no extra entry fee required, only entry to the Masters competition.

Only MAAA members are eligible to represent Australia.

The contest will be run by the Australian Pattern Association contest director Henry Hutchinson.

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

The MAAA Executive and Council wish all Members a Merry Christmas and Safe New Year.

Safety distances are everyone's responsibility.



CIAMFlyer

The Introduction
to the Modelaircraft World



No. 6-2011

One Ranking for Model Flying Competitions Around the World

The FAI World Cup links the community of aeromodellers

The FAI World Cup is made up of a series of international competitions held during one season. The International World Air Sports Federation, FAI based in Lausanne, Switzerland awards medals and diplomas for the highest rankings achieved each year.



F3B Radio Controlled Soaring
is a very popular series

Simple and successful

The FAI World Cup in aeromodelling is simply organised, has been very successful for many years and can readily be compared to other sports such as alpine or nordic skiing, fencing, etc. The results of several international competitions in a multitude of different countries and categories – provided they are awarded FAI World Cup Status – are added up. The number of results achieved in a single country is limited to one or two events. The poorest results are deleted.

Different categories – common rules

In recent years, the number of aeromodelling categories, for which there is an FAI World Cup ranking, has increased. In addition to the classic disciplines of free flight (F1), control line flight (F2) and space models there are various categories for radio controlled (RC) models such as RC glider categories (F3B/J), RC aerobatics (F3A) and RC electric flight (F5). The international FAI Sporting Code provides the common framework for all classes while specific sets of rules define individual categories and determine competition rules as well as the conditions for World Cup results. These rules and conditions must



Space Modelling World Cup is
this year with near 2'000
participants also a very
successful series

be strict, clear and simple for organisers of World Cup events around the world and the events must remain feasible without requiring excessive investments of time and cost. Without these key prerequisites, the attractiveness and sporting relevance would suffer.



↑ **Winner of Control Line
Speed World Cup**
Sandor Kalmar HUN

← **The number of entries in
all the free flight World Cup
competitions is 4500 !**

Annual announcement of ranking

The World Cup rankings are published on the CIAM website www.fai.org/ciam-events/world-cups

Award ceremonies are held every April at the CIAM (FAI Aeromodelling Commission) meeting of delegates at the Olympic Museum in Lausanne. Winners receive the sought-after World Cup medals, second and third placed competitors are presented with diplomas. The award ceremonies are always attended, not only by recognised and experienced sporting greats, but also by juniors. This gratifying fact demonstrates that the international competitions in the various countries not only serve as a showcase for outstanding sporting achievements but also provide wonderfully inspiring examples and motivation for young aeromodellers which helps to ensure the recruitment of young talent.

Control Line

F2A-Speed Model Aircraft	
Sandor Kalmar	HUN
F2B-Aerobatic Model	
Sergiy Solomyanikov	UKR
F2C-Team Racing	
Yuriev Bondarenko / Semen Lerner	UKR
F2D-Combat	
Pavel Ereklintsev	RUS



Sergiy Solomyanikov UKR



Yury Bondarenko / Semen Lerner UKR



Pavel Ereklintsev RUS

Space Modelling

S4A - Boost Gliders	
Zivan Josipovic	SRB
S6A-Streamer Duration	
Radojica Katanic	SRB
S7-Scale Models	
Wojciech Krzywinsky	POL
S8E/P-Glider Precision Landing	
Mitja Zgajner	SLO
S9A-Gyrocopter Duration	
Boris Lekov	BUL

Free Flight

F1A-Gliders Juniors	
Daniel Rossler	CZE
F1A-Glider	
Mikhail Kosonozhkin	RUS
F1B Model Aircraft with extensible Motors Juniors	
Bartolomiej Skibicki	POL
F1B-Model Aircraft with extensible Motors	
Alexander Andriukov	USA
F1C-Power Model Aircraft	
Eugene Verbitsky	UKR

F1Q-Electric Power Model Aircraft	
Andreas Lindner	GER
F1P-Power Model Aircraft Juniors	
Alexander Ponomarev	UKR
F1E-Gliders with Automatic Steering Juniors	
Andrei Anca	ROU
F1E-Gliders with Automatic Steering	
Andrei Anca (J)	ROU

RC-Soaring

F3B-Radio Control Soaring - Multi-task	
Andreas Kunz	GER

RC-Aerobatics

F3A-R/C Aerobatic Power Model Aircraft	
Stefan Kaiser	LIE



Stefan Kaiser LIE

Electric Powered Model Aircraft

F5B-Electric Motor Glider	
Patrick Haeusler	SUI



Patrick Haeusler SUI

A Legacy of John R. Marquette

1914-1990

Tony Stinson - MUMAS

The surfacing of two significant R/C models in Sydney in recent weeks has prompted an item about their designer, John Marquette and the background of his fabulous 1/3 scale Aeronca Champ.

It is realised that, largely the generation of R/C modellers (or model flyers) around today might not have even heard of John, especially in an age when people don't seem to build models any more, much less aspire to replicating the internal structure of a full size aircraft in a scale model they are planning.

In 1981, with a couple of mates, I imported a 1946 Aeronca 7AC Champion. Friends laughed at our plan to operate this airplane, especially since it had a cruise speed of about 60mph. Never mind, when the restoration was complete everyone in the sport aviation community wanted to fly it!

There are still around 6500 Aeronca Champs flying in the US and there is a sizeable industry supplying components to keep them all airborne.



I belonged to the same R/C club in Sydney as John Marquette (RCMC). John had been a wartime Liberator pilot and the arrival of the Champ prompted him to renew his pilot's licence. He spent many happy hours flying the Champ. Then he decided to build a model of it. Not just any model, but a 1/3 scale version with the internal structure of the full size version replicated. This was with timber used in place of steel tubing for the fuselage frame. Power was supplied by a 44cc Tartan engine, a unit not known for its easy handling.

Cockpit detailing supplied the real WOW factor, with seats, pilot, instruments and controls all faithfully replicated. The original 7AC Champs used a Model T fuel gauge on top of the panel and a Chevy door handle. In most restored Champs, these have been replaced by a simple wire and float fuel gauge and a custom designed door handle. John replicated these.

When it was complete, most club members were there for the first flight, at Pitt Town in the winter of 1983. The Champ

flew magnificently and presented few handling problems. John flew the model for the rest of his life.

At the time, I had been doing cover presentations for a couple of American R/C magazines. When I sent him a set of pictures of John's Champ, Dick Kidd at RCM Magazine took an immediate interest in doing a construction article. Like many famous scale modellers, John Marquette never drew a complete plan of the Champ, but worked from sketches and photographs. It took them quite a while to decide, but RCM eventually decided to go ahead with the article and had a plan specialist draw it up. The article and plan, which appeared in the November 1991 issue was the largest model plan the magazine had ever undertaken and the plan covered 5 sheets.

When a copy of the plan arrived for John to inspect and write the construction article, John was coming to the end of his life and although he was most excited about the prospect of his beloved Champ design being published, he was not able to complete the task. I had to write the article as a tribute to John Marquette.



A second 1/3 scale Aeronca was built in Sydney, by Bob Hamilton. It was powered by a 50cc Kavan twin and it flew very well.

Both models have spent time on display in different parts of the country and both are in excellent condition and in care of MAAA.

Incidentally, if you are looking for something to provide a few evenings hobby work, the plans of the Champ (plan # 1105) are still available from RCM plan service and they may also have a number of components (like the bubble windscreen), which were available when the design was published.

John R. Marquette was a giant of Australian model aviation and served modellers and his hobby for many years. That is a story for another time.

Scale Matters

Alistair Heathcote
Secretary NSWAS

Ashburton Aviation Museum – NZ

Most of you are probably thinking – where the hell is Ashburton – well it is less than one hour drive south of Christchurch in New Zealand.

During my visit to the Okaia air show at Easter I had heard that it housed an aircraft unique to the southern hemisphere! I found the Museum and my informant was correct – a Hawker Harrier vertical take-off fighter!!!. This was



complete with engine and weapons racks. I was fortunate enough to be given a tour by the curator. The UK are decommissioning the older



Harriers and anyone can bid – the Museum did and got the aircraft for \$15,000! – all they had to do was transport it to this new location.

Also of interest was what was claimed to be the oldest radio controlled scale aircraft in NZ. It was being repaired ready for display and the owner was not there when I called in.



For anyone wanting to make something a bit different to a Piper Cub then maybe this Porterfield 35 W will appeal to you? A bit of info: - The aircraft was designed by the pupils of Wyandotte High School of Kansas City, USA, as a class project in 1933. The Porterfield Aircraft Corporation acquired the rights to the design and had manufactured over 300 of various versions by 1938.



This aircraft (NZ598) was imported in 1938 and operated by Hawke's Bay and East Coast Aero Club until Sept 1939 when it was impressed into wartime service, based at Rongatai with No 42 squadron. In 1946 it was purchased by Mr W.R. Willmott of Timaru as ZK-APJ and flown by him until Dec 1959. After a spell in store it went to the RNZAF Museum at Wigram where it was repainted in its original wartime colours. It was gifted to Ashburton in 1991. The original had a Warner Scarab radial engine but this had reached the end of its life by 1950 and it was replaced by Airwork NZ Ltd with the current Continental C85.

I have some additional pictures if anyone is interested. They were not easy to take as the Museum is quite small.

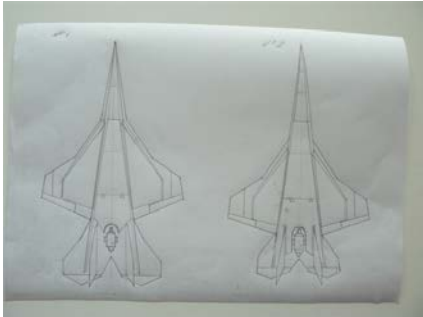
Alistair Heathcote, Secretary NSW Scale Aircraft Association

A Jet Turbine Powered Foamy and its Prototype

Joseph Frost - BCRCF

Part 1

In my review of Jets over Fraser Island, Newsletter #338 I mentioned building the new larger jet turbine powered model from foam for the next meet in July. I just realised that Christmas is almost here so I'd better get cracking with my build. This time I decided to design a different shaped model from my previous delta profiles 'elevon only' controls and go for a more conventional Aileron/Elevator design for more controllability. There are a few guidelines I have to follow as all lines must be straight, no curves; 1470mm is the maximum wing span for transportation and the length twice the wingspan. The power unit will be a "PST600R" jet turbine which has to be placed further back at the rear of the airframe. This time I will use



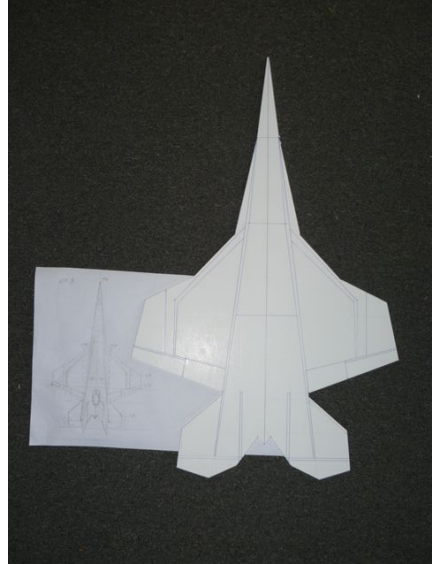
over 2 litres of fuel so the tanks have to be positioned exactly at the CofG, taking into consideration the full, half and partially empty tank, which can play quite a part in the model's controllability, being effectively a flat plank with no aerofoil. As the power unit will be placed well above the centre line of the fuselage, correct engine upthrust has to be provided and it is all up to trial and error to find out the right position.

Although hoping that experience with some of my previous builds will give me some guidance, I decided still build a smaller EDF prototype version to confirm that this thing will actually fly. There would be nothing worse than to try to maiden this sort of build before doing the proper homework first. The jet engine power delay is one issue that can catch up

with you if not experienced with turbine powered models.

In early November I did a few small sketches of the airframe shape and selected the one that appealed to me most. Next I cut out sheets of foam and built an exact replica at 780mm long, to be used as a hand launcher to give me some idea of CofG position. Unfortunately part of this exercise was playing in the park with this thing till I got it right while a lot of onlookers were watching and wondering what the hell is this old wanker doing playing with the paper throwing plane.

Next job was to enlarge and transfer my original 200mm drawing down onto 2000mm long joined sheets of foam. The calculator comes in



very handy working out all the measurements from the sketch after working out the enlargement formula number. Once the main airframe outline is drawn and cut out, the strengthening and lamination begins. With my EDF powered prototype I decided to use only two 6mm layers of foam but the turbine powered version will be made of three and fully aligned and trimmed with balsa leading and trailing

edges. In both builds I use 6mm carbon fibre tubes where required most for stiffness. The narrowing area between the main



wings and Elevator stabilisers is the weakest part in this design so extra strengthening will be required at the bottom of the fuse. As with any ocean going ship the keel is the backbone of the build so a keel made of ply is the main structural strong point of my build. In this case I'm adding two extra structural fins to the rear to fully reinforce the power unit and both elevator planes.

After completion of the main airframe the upper fuselage is built up, giving the main wing the double layer and extra stiffness. Using epoxies with various curing times comes in very handy in speeding up the building process. The power unit is fitted to a well anchored ply former, let into the foam body. Four metal gear servos are secured to the recessed foam and plywood base using liquid nails.

Channels 2 & 5 operate ailerons and Channels 3 & 8 are used for precise elevator controls. An additional MG servo is fitted to the nose section to control the made up nose gear. For simplicity and practical considerations I'm installing fixed homemade landing gear in both models. While using various offcuts from an aluminium supplier I built, with the help of my lathe, very short but extremely sturdy gear, capable of withstanding the stress of taking off and landing on pretty rugged grass fields. These jet models are not designed to break speed records so I find the little drag caused



by the gear hanging out hardly affects performance.



To power my EDF prototype I decided to use the most powerful 90mm alloy unit on the market running on 12S and producing in excess of 4.5kwatts. A 120amp ESC is used, as the current draw reaches 110amps at full bursts. Two six cell 4000mA/50C LiPos connected in series are used to power a 1200kv, ARC electric motor using heavy 8 gauge leads and 5.5mm bullet connectors. To maximize the efflux of my EDF unit I made up a 300mm long thrust tube using 0.4mm clear PVC sheet and reducing the exhaust outlet to a minimum without loading the motor too much. A few tests were performed to achieve optimum performance with the help of voltage/current monitors and the thrust scale. The static thrust was



in excess of 4.5kg which translates to over 5kg in dynamic thrust so I expect this 4kg AUV prototype to be more than airworthy in respect of power to weight ratio.



So, it was time to take it out and see how it flew. CofG was my main concern which was set based on some of my previous builds. Unfortunately the wind



was a lot stronger than I would prefer for my maiden flight but nevertheless I took off. Shortly after reaching some 30 feet in height I realized that the things were not quite right.

Elevator control was extremely sensitive and I found on my first down wind turn that the throttle control / power thrust line made things even worse. I was immediately under severe stress and battling to keep this thing flying in its roller-coaster manner. After a few horrifying circuits the first attempt to land had to be aborted and on my second attempt I managed to bring it down with a lot of luck and no damage. My camera guy had a really hard job to follow this thing in the view finder but after a



good analyses of the video I realized that the model was much too tail heavy and not enough upthrust was set on my EDF power unit. So, back to the work bench to make some adjustments, increasing the

upthrust by 2.5deg and moving the CofG 30mm forward. The next flight was performed in much calmer conditions and I found the model lot more stable but this time slightly nose heavy so both batteries will be moved slightly back before further tests.

After these are complete and I'm fully satisfied with my CofG position I will start on my full size build early in the New Year. The most unique feature of this build is going to be the final finish, the model being guided with 24kt gold leaf.

Part 2

After my initial 3 flights I came to the conclusion that my somewhat unconventional elevator design was a failure. The model was performing reasonably well at high speeds but became quite a handful on finals with little or no power at all. So



back to the work bench, ripping out both elevator controls and redesigning them to a wider and more tapered shape.

Next day back to the field, being very anxious and under even more stress, fully prepared to make it or brake it, this time.

Purposely taking off down wind, (which is my normal practise during my maidens, so if things go wrong I can make my first turn to land into the wind), went very smoothly and shortly after gaining some height I realized that this was totally different



model to fly. My stress dissipated very quickly and I really started to enjoy flying it. During this maiden I asked my right hand man to, instead of filming this flight, to stand next to me to help me with my trims and to see precisely my elevator holdings. Initially it was slightly nose heavy so further adjustments were made after a perfect landing into the wind. A few more test flights were performed the next day



and the correct centre of gravity was established, which was the main aim of this build. This was also another learning curve for me, to work out a few more improvements and modifications for my next much larger version, to be powered by the jet turbine engine instead. I'm very pleased to say that despite my initial set back, that the concept is a success and I'm very much looking forward to starting on the project in early January. For anyone who is interested in more details about this build, there is a full build log including video footage of my flights in 'RC Groups'

Forum under 'EDF Foamies' under the title "My New Project".

Enjoy, Joseph Frost.

Club News

New F5J Electric Glider Event Takes Off!!

Peter Pine

In 2011 the FAI approved provisional rules for a new electric glider competition that does not require a fast climb; it puts the emphasis on finding thermals and staying in them. Interest in the event has taken off world-wide. In Australia, NSW has lead the country in trying the new event with two trials held at Picton in 2011; one sponsored by Macquarie Model Soaring Association and the other by Richard Solomon as part of the Picton Cup round of events. Up to 14 fliers tried the event and interested spectators came from far and wide to check out the new event.

You no longer need a high-powered electric glider to compete. The aim is a 200m climb or less within 30 seconds and then to fly out a 10 minute working time. Only a gentle climb is required and many electric gliding enthusiasts have had to detune their set-ups. Rob Watson from the Macquarie club encouraged everyone by coming second in the last trail with a Radian, foamy, 2m glider. A simple glider can do well if you can find thermals!



The event is scored on the total flight time, less the penalty for how high you climbed, plus a modest spot landing bonus. In practice, the length of the flight is the most critical aspect, the height you climbed is a secondary consideration, and the event is certainly not decided by spot landings.



So, how do we know what height you achieve in your climb? And how do we make sure your motor turns off at 30 seconds in to the climb? Enter the Alti #2 Basic height limiting device and data logger from the UK. The original unit was designed to switch your motor off at a pre-determined height or after a certain time had expired. This unit has been modified with new firmware to record the height achieved in the climb and to turn the motor off after 30 seconds.

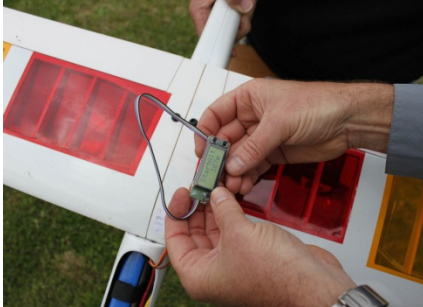


A hand-held device called an RC FXJ Programming Card was also developed to use with the Alti #2. The programming card has been modified to read out the climb height after your flight has been completed.

You launch your aircraft as the hooter sounds the beginning of the 10 minute window. You can switch off at any time up to 30 seconds in to the flight. Some brave fliers have even tried switching off at 50m when they perceive thermal activity! If you keep running your motor, it will be automatically stopped by the device after 30

seconds and you cannot start it again. You then try to land right on the spot landing marker just as the 10 minute hooter sounds.

The hand-held device is plugged in to the Alti #2 Basic when you land and reads out the height gained during the motor climb. See the photograph showing Rob Watson taking a height reading with Steve Mutch's sailplane.



The Australian Electric Flight Association has promoted the new event by buying a quantity of Alti #2 and loaning them to people interested in the new F5J event. This collection of devices plus a hand-held reader have been made available for clubs to run F5J competitions. You can turn up at an event, borrow a device, and join in the fun.

In 2012 there are already 5 events scheduled for F5J:

- 26 February - F5J at Goulburn club – CDs Paul Osmond & Rob Watson
- 6-9 April - National Electric Flight Rally at Albury club - CDs Rob Watson & Peter Pine
- 20 May – F5J at Goulburn club – CD Paul Osmond
- 24 June – F5J at Picton Cup – organized by Richard Solomon
- 16 December – F5J at Picton Cup – organized by Richard Solomon

F5J is also scheduled for the Sailplane Expo in Armidale in January 2013. So, you can see that the event is catching on in Australia. Ian Avery from the Nowra club, who came to witness one

of the Picton trials, has suggested that two classes be introduced in the F5J – a standard class for smaller gliders and an open class for larger gliders. This will be considered as the event gains popularity.



Interestingly, GliderScore software developed by Gerry Carter in Melbourne is being used all over the world to score this event. Gerry's software will score any glider event, but an F5J segment has been added to the program and modified following feedback from overseas. It is now the international standard for scoring.

The F5J event originated in the UK, but trials have been held in a multitude of countries. Slovakia has developed a web site to publicise international events in F5J. You can see details here - click on the competition calendar and you will see a list of the F5J events scheduled for 2012:

www.rivamodels.sk/F5J-FAI/F5J_IT_2012/F5J_IT_2012_01.html

To see the rules for the new event, look on the AEFA web site at:

www.aefanet.com

There are also reports on the Australian trials of F5J on the AEFA site; click on the newsletter links.

Dust off your electric gliders and join in the F5J revolution!

Peter Pine

Upcoming Events

Wagga Model Aero Club Presents

Heli Heatwave

2012



Featuring

MATT BOTOS

Heli Designer, 3D pilot &

Owner of Synergy RC Helicopters



Wagga Model Aero Club

8 km south on the Olympic way heading towards Albury

Friday 24th February 2012 to Sunday 26th February 2012

9.00am to 5.00pm daily (3pm finish Sunday)

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arcHELI Online Forum - www.archeli.com.au

RC Bits - www.rcbits.com.au

Take Off and Land - www.takeoffandland.com.au

ZeeJay's Hobbies - www.zeejayhobbies.com.au

RCRotorz - www.rcrotorz.com.au

Perth RC Models & Hobbies - www.perthrc.com.au

Yourhobby - Helicopters and more - www.yourhobby.com.au

ARK RC - www.arkrc.com.au

For more information visit www.heliheatwave.org.au or find us on facebook



Aero towing at its best! A big engine up front tugging a big graceful bird into the sky to catch thermals and entertain those on the ground. Come and see it for yourself.

Autumn Aero Tow event

MAS NSW Welcomes All

Friday 2nd to 4th March 2012

See the biggest gliders in the country

The MAS Flying Field at
Cootamundra hosts this years
Autumn Aero Tow Event

Mark your calendars for the 2nd to the 4th of March 2012
for this important gliding event.

A variety of tugs will be available to take gliders up for a
fly. You can expect to see some large gliders taking flight

Help will be available on the day to answer questions
and give some advice.

So dust off your gliders and bring them along to this
great weekend event.



For further information contact
Tim Nolan on 0412173440

See you there!



Gliders

The wings on a glider
have to produce
enough lift to balance
the weight of the
glider. The faster the
glider goes the more
lift the wings make

by Marshall Brain & Brian Adkins



GSOA

EOT Derby

10-11 March 2012



AEFA

a weekend of electric old timer flying

A full weekend of electric old timer events jointly presented by Goulburn Society of Aeromodellers and the Australian Electric Flight Association - field available Friday afternoon - events Saturday and Sunday.

Ted Swan Field - Goulburn

EOT Duration - CD Laurie Baldwin - laurie.baldwin@internode.on.net
EOT Texaco - CD Gary Ryan - garyryan@vegas.com.au
EOT 1/2A Texaco - CD Peter Henderson - peterhenderson4@bigpond.com
Height Limited EOT - CD Lou Amadio - lou_amadio@ozemail.com.au
Model of the meeting - decided by all CDs according to Concours d'Elegance rules

- **Location:** Hume Highway, Goulburn south
- **Start time:** 10:00am Saturday
- **Toilet available**
- **MAAA membership essential**
- **AEFA membership optional**
- **GPS coordinates** -34.8048, 149.557
- **Entry fee** \$5 per event - enter on day
- **BBQ, tea, coffee, drinks each day**
- **Rules on AEFA web site** - www.aefanet.com
- **Camping available**

Information: Peter Pine (02) 6676 1437

ppine@northnet.com.au

MAS NSW Car Boot Sale / Fun fly

MAS NSW will hold a car boot sale for modelers (ex and current) to dispose of surplus equipment, accessories, knowledge and models, or even to pick up some odd bits and pieces (in lieu of the event cancelled by rain last November). At this stage the venue is not confirmed so be sure to check the website and the March Newsletter. Bring your surplus bits and pieces to sell and if not a seller then bring your wallet and an 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: TBA

Date: Saturday 24th March 2012

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



APPIN SPORT AEROMODELLER'S CLUB

ELECTRIC FUN FLY AND BOOT SALE

SUNDAY 18TH MARCH 2012

GATES OPEN AT 8.00 am WITH FLYING FROM 9.00AM

BREAKFAST WILL BE AVAILABLE FROM 8.00AM AND A BBQ LUNCH FROM 12.00 MIDDAY

****APPIN NOW HAS A NEW CROSS STRIP****

EVENTS ON THE DAY WILL INCLUDE:

- 1) Climb and glide, take off from the ground (no gliders) and climb for 10 seconds, from time of release. Glide time finishes at wheels down. Longest time wins. If times are tied a fly off can be held.**
- 2) Most loops in 10 seconds. Can be done at any time in a flight.**
- 3) Secret time. We set an alarm, put it in a box, will be any time between 6:00 and 10:00. Minutes, when the alarm goes off the first to land and park in the hangar wins.**
- 4) Set flight time. We nominate a time between 3 and 4 minutes (eg 3min 48 secs) and without any external assistance the flyer will try to be wheels off and then wheels down at exactly that time. Closest to the correct time wins.**
- 5) Toilet paper limbo (weather permitting)**
- 6) Concourse de elegance. All flyers vote on the best looking aircraft.**

Bring along your collection and join in the Boot sale, turn those old models into cash for that new dream plane.

For more information and entry details contact:

**Mark 0400 351180
Bill 0435 439377
Barry 0414 491934**

Blacktown Aeromodellers Club Inc. Sydney

Electric Fly – in 2012

sponsored by Kellett's Hobbies

To all MAAA members & bona fide visitors join us on Sunday the 25th March 2012 for our Annual Electric Fly-In.

If you have an electric model come along and joins in. No contests, just a day of fun!



Entrance is in Western Sydney Parklands on the Great Western Hwy Doonside between Doonside Road & M7 (ref. Gregory's map 272/273).

Gates open – 8 a.m.

Food & Drinks Available & category prizes

Flyers entry fee - \$15 including lunch and category prizes also.

Details – Phone John Rourke, (02) 9907 4271(AH) or John Kastelan (02) 9671 2340.

Deadline for submissions to Newsletter #343 (March 2012) is Tuesday 14 February 2012.

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

Note: the deadline for items of National Significance for the MAAA 2012 Conference Agenda is the MAS NSW Business Meeting on 10 February 2012. If you need any help in preparing material for this contact the Secretary (Tim Nolan) on 0412 173 440.