

MINIATURE 
AERO SPORTS
NEW SOUTH WALES INC.



Don Costello's 50% KA6 7.5m, on take-off (Don in the jeans on the right). Middle of the photo is Peter Nieuwenhuizen flying the tug which is a 91" Hots with a 3W85 twin for power and tows even the largest of gliders with authority. Also in the photo is Felix Nieuwenhuizen who assisted with the launch. Taken at the Rebels Aero Tow, Hexham, 22 January 2012. It was a rather windy and gusty day but at 20kg it was not a problem.

Tim Nolan (ROW)



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Diary Notes

Next MASNSW Meeting: Friday 9th March 2012 at 8:00pm.

Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Following MASNSW Meeting: Friday 13th April 2012.

Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Newsletter #344 (April 2012) deadline for submissions:

Tuesday 13th March 2012.

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

From the Editor

March already - where does time go? With all the bad weather we've been having I think I've only been out flying about four times since the Christmas break but I still don't seem to have had time to scratch myself. I can't believe the number of Fly Ins and Fun Flies happening between now and the end of May - eleven in all published here and I'm sure there are probably a few more that I haven't heard about.

There has been a lot of discussion regarding MAAA MOP 019 of late and can assure you that the subject was extensively covered at the February Business Meeting and the sheer size of the Minutes reflects this.

As mentioned above, the minutes take up a large proportion of this issue but I've still managed to squeeze in a couple of interesting articles, plenty of events to consider, a couple of Car Boot Sales - by

Appin Sports Aeromodellers and MASNSW/RAAFMAC (something for everyone I'm sure) and right at the end we have a few items for sale by members.

I've just spent a week in Adelaide and was lucky enough to spend a Sunday morning flying at the Moonta Model Aero Club with my father and brother - very enjoyable but they can do with a bit of our rain. Great field with great clubhouse and facilities but a dustbowl for a runway.

Always looking out for modelling or full sized aircraft material that would be interesting to readers so please, don't just leave it to the regular contributors.

As always,
Happy flying, Rob M



Miniature Aero Sports NSW Inc

Business Meeting

Workers Parramatta

10th February 2011

Please Note:

The following Minutes are produced to reflect all information presented at the meeting. This is to be a true and correct record of the minutes. All details are as presented at the meeting to provide open and transparent information to all members of MASNSW.

The Executive of MASNSW welcomes any requests for more information on any matter presented in these minutes.

Meeting Opened: 2000hrs

Attendance: D Lewis MMASC, R Masters WPMAC, G Atkinson WRCS, S Norrie NSW SAS, B Carpenter HMAS, M Close SRCs, T Nolan ROW, J Rolfe RAAFMAC, J Freeman UMAC, K Barnes PRCAC, B Thrift CVRCMC, D Costelloe QFS, D Lacey SSME, M Stone HSL, B Bishop CMAC,

Visitors: D Pound WRCS, C Simpson WRCS, R Veale Willis Insurance Brokers, E Ashley CVRCMC, W Mansell BAC, M Tulk HMAS, D Bailey HMAS, B Young CMAC, D Riebolge HMAS

Apologies: K Vella, PRCAC

Minutes: Motion that the minutes of the meetings held on the 9 December 2011 as distributed in the Newsletter 342 be accepted as a true and accurate record of that Meeting.

Business Arising: B Bishop, CMAC was in attendance, D Lacey SSME (incorrect initial published)

Moved: CVRCMAC

Second: WRCS

Carried

The President advised those present, the format of the meeting will be changed because of the attendance at the meeting of Mr Mike Close, MAAA President and Mr Rob Veale, Managing Director, Corporate Australia for the Willis Group who are the Brokers for the MAAA Insurance, MOP019, the MAAA Insurance implications and the application to MASNSW in relation to the planned Public Display at Luskintyre April 2012.

When this matter has been finalised we will adjourn for a few minutes and then resume with the other items on the agenda as per our normal meeting procedures.

BOB CARPENTER – MASNSW President

Addressed the meeting to provide background information. and provided the following information;

- MASNSW and MAAA fully support Public Flying Displays and the use of these displays to help charities with fund raising activities.
- It is the absolute commitment of both MASNSW and MAAA that safety remain paramount, and will not/should not be compromised no matter what the noble cause of the charity is.
- MASNSW in consultation with MAAA have provided some guidance to clubs as to what is not a public flying display.
 - *The Executive of MASNSW in consultation with MAAA define that Club events advertised in a Club Newsletter, Club Website, MASNSW 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.*
- It is the view of MASNSW that these club rallies and events are the developmental opportunity for pilots to develop the skills and confidence leading to the larger public displays.
- Your normal safety rules, field layouts, flight standards will already meet MASNSW/MAAA and CASA requirements.
- If you are in doubt then seek guidance from MASNSW and we will assist if necessary with any applications.

MIKE CLOSE – MAAA President

Provided the following information to the meeting as to why MOP019 needed changing and the changes that have been incorporated

Why the changes to MOP019?

- Flight training seminar defined gold wings.
- CASA Regulations 101.14 defines what a public flying display is.
- Advisory Circular AC 101 (July 2002). These are only advisory and are not compulsory but provided more information from CASA on their preferred requirements.

He then provided the following information on Gold Wings and its limitations in regard to Public Displays –

- It should be noted that Gold Wings standard was not the standard required but was a minimum which, if all the other standards had been met, was also needed. In practice Gold Wings standard added nothing and could just complicate the situation as the award of Gold Wings could never be the sole measure of current pilot competency to actually 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 and less stable aircraft that may be flown by him 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 says that the Display Directors are responsible for ensuring that all pilots flying in the 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 (MAAA MOP19 part 7.9).
- It also removes the MAAA requirement that the pilot had to be able to perform **all** the manoeuvres 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 able to perform extreme manoeuvres with normal aircraft.

MAAA MOP019 part 7.9

- Was drafted to provide some clear guidance to members and display directors on how to assess "safe" and capable etc.
- "Loss of control or orientation, and manoeuvres must be recognizable" also appear in MOP015 Page 9 section 6.4.4
- The MAAA Executive identified that, with that definition there was a significant conflict within MOP019 and consequently drafted a proposed change to the MOP, circulated in November and voted on by all Associations within the MAAA. All voted in favour of the change. It was formally ratified at the December meeting of the MAAA Executive.
- Discussion on various legal advice that has been received in relation to this matter
- **"Re the passage in the MOP: "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."**
 - My understanding and interpretation of this clause indicate that the pilot must be **CAPABLE** of flying their display in a competent and safe manner and (*capable*) of completing the manoeuvres without loss of control and orientation. It does not say that he **must** complete the display without loss of control and orientation.
 - In law, the ejusdem generis rule (Latin for of the same kind) dictates that sentences must be read in the same kind or of the same class or in the same sense. Applying this rule, the operative word is "CAPABLE."
 - "Having looked briefly at the CASA Regs and the old and new versions of the MOP, I happily concluded that the new MOP is much more consistent with the Regs. In fact I was concerned by how much comfort (misguided in my opinion) that some people placed in the reference to "gold wings" in the old MOP. I think it gave people a very false sense of security as to what steps discharged their legal obligations (ie as per the CASA Regs) when performing the role of event director. I engaged in this debate on one of the online forums and quickly realised that you just can't convince some people once they have their mind made up."

Subject: Definition of the term Ensure – The following information was provided from CASA as this has been a definition that has caused much discussion due to different interpretations by MASNSW/MAAA and the organisers of the Luskintyre event.

- CASA’s interpretation of the term “ensure” in the context of a model aircraft display does not require the Display Director to guarantee the competence of the pilots in question. CASA’s interpretation however is for the Display Director to take all reasonable and prudent steps to ascertain whether the pilot appears to have the necessary competencies to safely perform the manoeuvres/operations in question.
- This may involve the Display Director making appropriate enquires and taking appropriate steps to satisfy himself that the pilots have the necessary licences, certificates and the like to safely attempt the manoeuvres/operations in question.
- It may also involve the Display Director in taking precautions, or making inquiries which are specified in the legislation (Part 101) or in the relevant MAAA procedures manuals.
- Ultimately, no one can guarantee that even an apparently qualified and experienced pilot will not make an error that leads to an incident or accident and therefore the requirement to ‘ensure’ competence and safety does not rise to this level.

This information was displayed from an email supplied by:

[Lee Ungermann](#)

Team Leader

Self Administering Sport Aviation Organisations Section
Office of the Director of Aviation Safety
Civil Aviation Safety Authority - Australia

INSURANCE

Mr Rob Veale Managing Director of Willis Group (Brokers for the MAAA Insurance Policy) addressed the meeting on what is provided with our Insurance Policy and the limitations. The key point in regard to the present situation is that if any display is not sanctioned by MAAA (MASNSW in this case) then MAAA Insurance is not available.

Not an MAAA sanctioned event, no MAAA insurance

Luskintyre Rally

The President then addressed the meeting on some of the communications in relation to Luskintyre 2012. Below is a summary some of the key dates and communications.

- | | |
|------------|---|
| 8 Dec 2011 | Luskintyre Public Display Application received |
| 8 Dec 2011 | More information sought on the application & copy of MOP019 draft changes supplied. |

During Christmas and New Year numerous emails between Peter Coles, MASNSW, MAAA



- 6 Jan 2012 Tim Nolan has meeting with Peter Coles, see attached letter, and a demand by Peter Coles that within 21 days MAAA has to revert MOP019 back to its previous status or Luskintyre will be cancelled.
- 13 Jan 2012 MASNSW formal response to Peter Coles (Outwards Correspondence item C3.5) with the offer of MASNSW to take responsibility for the flight line as display director and run it under MOP019.
- 14 Jan 2012 Luskintyre Cancelled by Peter Coles (Inwards Correspondence C 2.43)

From: Peter Coles
Sent: Saturday, 14 January 2012 9:02 AM
To: BOB CARPENTER

Subject: Fwd: MAS Official Response

Hello Bob

As MOP019 is illegal – as it is impossible to guarantee – and the insurance ramifications for each 9odeler puts the validity of MAAA third party insurance in serious doubt, Luskintyre -2012 is cancelled.

Regards

Peter

- 22 Jan 2012 MAAA website error- An error was encountered on the MAAA Web Site that was not identified for 24 hours and the MAAA Executive provided the following response to all state organisations

“President and Secretaries,

While carrying out requested work on the MAAA website yesterday Ray inadvertently deleted the MOP Table of Contents. Once he realised this he attempted to restore the content on the site. This was done unbeknownst to anyone and in doing so he posted several old MOPs and Forms, one of which was the earlier version of MOP019. If the worst possible thing can happen it will.

The MAAA Executive and some State Associations were alerted to this late this evening and the latest MOPs have been restored on the system. We apologise for any confusion caused and the following message is being placed on the MAAA website.

“The MAAA sincerely apologises for a change to the Web Page when several MOP’s and Forms were changed back to earlier versions. This change was totally unauthorised by the MAAA Executive. The MAAA regrets any confusion that this may have caused before the error was detected and corrected.”

Regards



Kevin Dodd
MAAA Secretary
Office: 07 3207 9067
Fax: 07 3207 8175
Mobile: 0411645637

Safety distances are everyone's responsibility.

23 Jan 2012

Peter Coles advised selected recipients/participants that Luskintyre will run.
(Inwards Correspondence C 2.61)

Subject: LUSKINTYRE 2012 IS ON!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!

Good afternoon gentlemen.

I have great news. Luskintyre 2012 will be run on the 21 and 22 April as previously planned !!!!!!!!!!!!!!!!!!!!!!!

As you will be aware the Organizers of Luskintyre 2012 refused to run the Rally under the modified MOP09 (of 14th November 2011) which placed undue responsibility upon Elaine and I (as Display Directors) to 'ensure' - guarantee, certify, warrant - "that pilots shall be capable of flying their Display aircraft in a competent and safe manner, and complete all display manoeuvres without any loss of control or orientation". The MAAA refused to change the MOP so we were forced to cancel Luskintyre 2012.

After nine weeks of what can only be described as 'focused' communication with Mike Close, Pres. of the MAAA and Bob Carpenter, Pres of MAS NSW, I am pleased to advise you that MOP09 has been reverted back to its 2008 wording - that being that Gold Wings is an acceptable standard for participation in the event. This also means you MAAA insurance is in tact. On that basis and as the reason for the cancellation has generated such deep reaction within our wonderful hobby, Elaine and I have reestablished Luskintyre 2012.

We have many people to thank, but we would like to thank especially two: Firstly Frank Williams, one of the owners of Luskintyre, for his wonderful understanding. Secondly to Stephen Green of RCM News, for his support, guidance and preparedness to join us shoulder to shoulder in respect to our two events - The Cobram Pylon Racing being the other.

We look forward to running the best event ever, with the fly over each day of the Mustang, Grummen and Wirraway as well as the Pitts Special Display all organized by Paul Bennet. We also have another model display that will hopefully blow you away.

Elaine and I look forward to seeing you at Luskintyre 2012 on the 21st and 22nd April 2012.

My kind regards

Peter Coles



24 Jan 2012

Luskintyre will run despite the error on the MAAA website. (Inwards Correspondence C 2.63)

TO ALL PARTICIPANTS OF LUSKINTYRE 2012.

The Organizers of Luskintyre 2012 have advised you on Monday 23 January 2012 at approximately 12.15pm that the event is rescheduled as originally planned. This decision was made as a result of seeing MOP019 had been returned to its 2008 wording on the MAAA web site at 5.11pm January 22, 2012.

Although, at 5.58pm on January 23, 2012, the MAAA subsequently reworded Mop019 back to its new wording (which imposes an impossible to achieve, and therefore illegal, condition on the Organizers),_Luskintyre 2012 will go ahead.

This intolerable situation was anticipated to some extent due to the intractable approach of messrs Close, Carpenter Nolan and Davis.

Please be advised that, as Luskintyre 2012 is a manned and unmanned aircraft event, CASA have asked us to seek exemption from MAAA Operational Procedures and run the event under CASA Regulation 101.410 (3) (c) (ii), AC 101-3(0) Appendix A, AC 101-3(0) Appendix B, AC 101-3(0) Appendix C, AC 101-3(0) Appendix D conditions, including their acceptance of Gold Wings as the minimum standard. Appropriate documentation is on its way to CASA and meetings are scheduled with CASA in the next few days.

*The matter of MAAA insurance related to the illegality of MOP019 prevails (due to its impossibility to achieve) and discussions are underway between the Organizers of Luskintyre 2012 and Willis Australia Limited, the MAAA insurers, in relation to Policy No. 795637. **Please see attachment WALLIS AUSTRALIA LIMITED.***

Please note that all MAAA MOP's will be applied during the running of Luskintyre 2012 as a matter of course with the exemption of MOP019 in its current form, and with the possible agreement of Willis to exempt Mop019, your MAAA insurance will apply. More of this later.

In the unlikely event of Willis Australia Ltd. not agreeing to the exclusion of this impossible to comply with MOP, the event will also be covered by Rotary's \$50,000,000 third party insurance cover. You are therefore secure in the knowledge you are covered in the unlikely event of a mishap.

You will. I am sure be interested in the email below

President and Secretaries, While carrying out requested work on the MAAA



website yesterday Ray inadvertently deleted the MOP Table of Contents. Once he realised this he attempted to restore the content on the site. This was done unbeknownst to anyone and in doing so he posted several old MOPs and Forms, one of which was the earlier version of MOP019. If the worst possible thing can happen it will. The MAAA Executive and some State Associations were alerted to this late this evening and the latest MOPs have been restored on the system. We apologise for any confusion caused and the following message is being placed on the MAAA website. *“The MAAA sincerely apologises for a change to the Web Page when several MOP’s and Forms were changed back to earlier versions. This change was totally unauthorised by the MAAA Executive.*

The MAAA regrets any confusion that this may have caused before the error was detected and corrected.” Regards Kevin Dodd MAAA Secretary
Office: 07 3207 9067 Fax: 07 3207 8175 Mobile: 0411645637

It is incredible to think laws of this nation can be changed then rechanged within a space of approximately twenty seven hours by a private Inc. organization. This is intolerable and cannot be allowed to continue. This is CURRENTLY being addressed at the highest possible levels.

31 Jan 2012

Luskintyre will be conducted with Rotary International providing the public liability insurance. (Inwards CorrespondenceC2.67)

Hello to all our friends who have been so supportive in the running of Luskintyre 2012.

LUSKINTYRE 2012 IS ON AND WILL BE RUN 21st AND 22nd APRIL 2012 as previously advertised.

Can you please do us a favor? May we please ask if you attended the previous Grand Southern Cross Model Aero Rally - Luskintyre 2010 and intend coming to Luskintyre 2012, would you please register as soon as possible. This will help us considerably in our planning.

I apologize for any confusion regarding the running of Luskintyre over the past two months.

As the event is a combined manned and unmanned aircraft event, CASA have asked us to seek exemption from running the event under the MAAA and conduct the combined disciplined event under CASA101's various manned and unmanned conditions. This request we have gladly accepted. Having said that however, I must clearly point out that the event will be run under all MAAA MOP's excluding 019, which we believe is impossible to comply with in its current wording and therefore not an MOP. CASA have specified Gold Wing standard of flying proficiency, and this standard will apply at Luskintyre 2012.

The event will be run under Rotary Third Party insurance. Rotary raises many millions of dollars annually running enormous events such as race meetings under this insurance policy. It has two major additional benefits, no \$500 excess and the cover is two and a half times larger than provided by the



MAAA.

Paul Bennet will provide his Pitts Special display and will pilot his Grumman and Wirriway in fly overs at the lunch break each day. Paul also feels very confident he can organize a WW2 Mustang to fly over each day also.

I have included two photos of the children we will direct funds to through the Rotary Overseas Medical Aid for Children - ROMAC - organization, they are both from PNG as they don't have any Government medical aid program like Medicare.

We look forward to seeing you at Luskintyre 2012, and to having the best event ever under the three large marquees necessary this year as the event has grown so much.

Peter Coles

8 Feb 2012

Advice from Peter Coles (presented for viewing by the meeting)

Good evening XXX

Thank you for your preliminary response to our email of Tue, Jan 24, 2012 at 6:49 PM, in which we asked the following question: Will Willis Australia Ltd. honor its contract to MAAA members under its Policy number 795637, if MAAA members participate in Luskintyre 2012 WITH THE ORGANIZERS OF LUSKINTYRE 2012 MAKING EVERY REASONABLE ENDEAVOR TO IMPLEMENT ALL MAAA OPERATIONAL PROCEDURES, BUT EXPRESSLY REFUSING TO IMPLEMENT MOP019...

At the end of your second paragraph, you made the following statement: Once we receive the additional information we will provide a response to the MAAA. Please explain how this relates to the question in blue above.

In your third paragraph you state: We acknowledge the MAAA's change to the MOP's to coincide more closely with CASA's requirements.

viz:

Currently, MOP019 states that:

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.

As the word 'ensure' is linked in the dictionary to the words 'guarantee', 'certify', 'warrant',

- Please confirm that, in your opinion as the agent of the contracted Insurance Company/Companies related to this matter, and that the contracted Insurance Company or Companies specifically consider:

- A.: the current MP019 'coincides more closely with CASA's requirements',



- B.: That the current MOP019 is achievable, and
- C.: That you/they consider the current MOP019 a legal Operational Procedure.

In your sixth paragraph you make the following statement:

One of the main exclusions applicable to all insureds via the MAAA policy and relevant to the MAAA MOP's is;

"This Policy does not apply to or include legal liability....."

In the spirit of assistive disclosure, please refer to attachment CASA communication to this office: I A A A B B B Bob Baldwin. which clearly states that CASA 'have devolved all responsibility of assessing and ensuring pilot competency to the MAAA', thereby clearly passing the responsibility of the creation of Laws of the Commonwealth of Australia to the MAAA.

As this is the case, please confirm that in your opinion as the agent of the contracted Insurance Company related to this matter, and that the Insurance Company/Companies specifically, consider MOP019 a document containing a legal liability.

This question is further reinforced by the impossibility of assessing 120 pilots bring 300 models to a two day event to ensure to the Insurance Companies satisfaction that: 13.1) for or arising out of the deliberate, conscious or intentional disregard by the Insured's technical or administrative management of the need to take all reasonable steps to prevent Injury or Damage"

Please provide answers to the questions above in all urgency.

The unanswered question remains:

Will Willis Australia Ltd and the Insurance Company or Companies, at 9am on the 8th day of February 2012, and thereafter, provide insurance cover under MOP019 as it currently reads?

Please provide a yes or no answer to the question by return.

Thank you for your help.

My kind regards

Peter Coles

Organizer The Grand Southern Cross Model Aero Rally - Luskintyre 2012

Mr Rob Veale when asked by the President about Luskintyre and MAAA Insurance re-stated to the meeting "...that if Luskintyre is not an MAAA sanctioned event then accordingly MAAA insurance DOES NOT cover any pilots involved in the event."

Mike Close informed the meeting that any application that does not comply with the administrative requirements of MOP019 would, not be a sanctioned event by the MAAA.

The President again restated to the meeting that MASNSW fully supports the use of Displays to help charities with fund raising activities. However no matter how noble the cause, safety must remain paramount.

MOTIONS arising from MOP019 discussions:

1) MASNSW raise as an MAAA Council Conference item MOP019 as a discussion item.

Moved: WRCS

Seconded: CVRCMC

Carried

2) MASNSW support the revision and recent changes to MOP019 to better align it with the relevant CASA Regulations 101.14

Moved: WRCS

Seconded: CVRCMC

Carried

3) That MASNSW formally advise the organisers of Luskintyre 2012 that this event will not be endorsed or sanctioned by MASNSW unless it complies with **all** current CASA Regulations and MAAA MOPs.

Moved: WRCS

Seconded: CVRCMC

Carried

The meeting then adjourned at 2130hrs for 10 minutes and resumed again at 2140hrs

Correspondence:

*(N.B. Items of correspondence with one * are for information, items with two ** require a decision.)
Items marked with # will all be dealt within the joint discussion on MOP019*

Correspondence In From MAAA

M 1.1	MAAA marketing sub Committee report
** M 1.2	MAAA Secretary, changes to MOP 019 and 041
approved	
M 1.3	MAAA Executive minutes from November 2011meeting.
* M 1.4	MAAA Draft Helicopter Instructor Manual (14/12/11)
* M 1.5	Daft Tender for the MAAA membership system.
M 1.6#	MAAA President to Peter Coles re Luskintyre 24.12.11
M 1.7#	MAAA President response to Peter Coles issues 24.12.11
M 1.8#	MAAA Presidents second response to Peter Coles 24.12.11
M 1.9#	MAAA President to Coles & Kemp 30.11.11
M 1.10#	MAAA President, response to Porman, Minty and others
* M 1.11#	MAAA Secretary, briefing paper on MOP019
** M 1.12	MAAA Secretary, postal vote MOP065 SGMA Policy
M 1.13#	MAAA Secretary, draft of RCM News article
M 1.14	MAAA Secretary, Night Flying
M 1.15#	MAAA President, response to Ari Palsson see C 2.59
M 1.16#	MAAA President response to Peter Coles re insurance enquiry
** M 1.17	MAAA Secretary, MOP 058 amendments (Hextronic's orange Rx now certified)
M 1.18#	MAAA Secretary, incorrect amendments on the MAAA website
M 1.19#	MAAA Secretary, re MOP 19 RCM News PDF
M 1.20	MAAA Secretary, CIAM Flyer
M 1.21	MAAA Secretary, MAAA National Conference items

	M 1.22	MAAA Secretary, December 21011 Executive Minutes
From other than MAAA :		
	C 2.1	PRCAC, enquiry re UAV MOP 065
	C 2.2	P Vaughn, MAAA card enquiry/ change
	C 2.3	Bronze Wings enquiry from Luke Saul, GCAC
	C 2.4	Peter Pine, enquiry re Electric events for the Nationals.
	C 2.5	Paul Fishenden, enquiry re setting up a new club
	C 2.6	Mark Fenlon, enquiry re MASNSW membership
*	C 2.7	Greg Clark, request for assistance re Navy/CASA investigation
*	C 2.8	(x 3) Brian and Stephen Green re Editorial policy for heavy models.
**	C 2.9#	Peter Coles re application for Luskintyre 2012
	C 2.10	Ari Palsson, replacement card
	C 2.11	PRCAC enquiry re Australia day flying display approval
	C 2.12	Joe McGuffin, Large Scale Racing at the MAAA Nationals
	C 2.13	Information re starting a new club
	C 2.14	Bob Tomlinson, information re heavy model inspector
	C 2.15	CLAS nationals report for MAAA
**	C 2.16#	Peter Coles re issues with MAAA MOP 19, 24.12.11
	C 2.17#	Peter Coles to President MAAA, 24.12.11
	C 2.18#	Peter Coles to President MAAA, 24.12.11
	C 2.19	Steve Wenban, Glider Instructor Enquiry
	C 2.20#	Peter Coles to MAAA President, 29.12.11
	C 2.21	Geoff Kemp ACTAA Secretary re Peter Coles/MAAA President
**	C 2.22	Michael Ford OH&S enquiry at Flying Field
	C 2.23#	Peter Coles response to Geoff Kemp
	C 2.24	Club location enquiry (forwarded to Registrar for action)
	C 2.25#	Peter Coles and Dill Davies AWA communication.
**	C 2.26	Stuart Brackley, COMSOA – Large Model Training
	C 2.27	Steve Wenban WSSS, slope bronze wings enquiry
**	C 2.28	Alan Lowe, MAAA 2012-12 Nationals Glider events
	C 2.29#	Peter Coles request for copy of the insurance policy (x 2)
*	C 2.30	Alan Lowe – Glider Sub Committee report
	C 2.31	Enquiry from Tom Churchill 71550 re gold wings
	C 2.32	Jason Furness, OMAC Public Flying Display application
	C 2.33#	Daniel Devries, MASNSW CASA Liaison Officer
**	C 2.24	William Mansell, MAAA Nationals 2012-13 Scale events
**	C 2.35	William Mansell, MASNSW Scale Subcommittee report
	C 2.36#	Brian Porman, WRCS, comment in relation to MOP 019 and CASA 101.410
**	C 2.37	LOGO for the MAAA Nationals designed by CLAS
**	C 2.38	Steve Wenban WSSS, request for greater involvement in glider Sub Committee (slope interests)
	C 2.39	Peter Coles, notes of meeting with Tim Nolan 6 January 2012
	C 2.40	Ian McLeay NASA , MAAA heavy model subcommittee report
	C 2.41#	Scope of MOP 019 and Public displays, enquiries from WRCS and ASAC (see outwards Corro C 3.7)
**	C 2.42	Martin Theobald, CVRCMAC – changes to OH&S legislation – volunteers
*	C 2.43#	Peter Coles – Luskintyre 2012 is cancelled, 14 January 2012
**	C 2.44#	Peter Coles – second request for insurance policy

	C 2.45	Sam Legge, GCAC request for Bronze wings information
**	C 2.46#	Brian Porman, WRCS, further comments in relation to MOP019
**	C 2.47#	Stephen Green re Cobram Air Races
	C 2.48	Membership enquiry from Suncoast Model Flyers
	C 2.49#	Christian Traders, disappointment and concern over cancellation of Luskintyre 2012
	C 2.50#	Response from MAAA to Christian Traders
**	C 2.51#	Brian Porman – further comments re MOP 019
**	C 2.52	Basil Healy, MAAA National 2012-13 Old Timer events
*	C 2.53#	Peter Coles, re Luskintyre 2012 cancellation
	C 2.56#	Stephen Green, RCM News, enquiry re MASNSW flying Display definition
*	C 2.57	Change of office bearer, Archville Eagles
	C 2.58	Peter Coles, request for additional information re MAAA Insurance details
**	C 2.59#	Ari Palsson, comments on cancellation of Luskintyre 2012
	C 2.60#	Response from Peter Coles re Insurance details see M 1.16
	C 2.61#	Peter Coles advising that Luskintyre 2012 will run.
**	C 2.62	Allan Whitby, CMAC Questions about the oldest clubs in NSW?
**	C 2.63#	Peter Coles Luskintyre will go ahead – Repeat
	C 2.64	New Club at South Grafton
	C 2.65#	Peter Coles – illegal MOP019
*	C 2.66	Stewart Brackley, Item 2.3 from November minutes Heavy Models
*	C 2.67#	Peter Coles Luskintyre Event to run, not as an MAAA event.
**	C 2.68	Richard Knox, NSW Pattern Flyers Inc. MAAA Nationals 2012-13
*	C 2.69	Than Stowe NSW FFS 2012 Nationals Proposal
*	C 2.69	Bill Bland, ASAA Progress Report
*	C 2.70	Ken Roberts, NSW Pylon Racing Club report.
**	C 2.71#	Brian Porman, WRCS, submission re MOP019
*	C 2.72	Tom Collinge, RC Aerobatics Technical Sub Committee report
*	C 2.73#	David Forster, comments in relation to MOP019
	C 2.74	John Kastelan, Blacktown Aeromodellers, Bronze wings log books
	C 2.75	Bob Pearce, Foster Tuncurry MAC, MOP065 feedback on MAAA vote
	C 2.76#	Ken Hartley, GDA vote in support of MOP019
	C 2.77#	Hutton Oddy, NEMAC vote in support of MOP019
	C 2.78#	Bill Garrod, IMAC vote in support of MOP019
	C 2.79#	Dave Brown, Lithgow, vote in support of MOP019
	C 2.80#	Paul Roberts, COMSOA, vote in support of MOP019
**	C 2.81	Joe McGuffin, Application for recognition of Large Scale Racing Club of Aust Inc.
*	C 2.82	B Young, open letter on Gold wings and other RC pilot qualifications
	C 2.85	Received completed Large Model Permits to fly forms from the following: B Hellar COMSOA, M Budden COMSOA, K Johnson CCMAC, T Small SSSFA, P Cranden LMAC, Tony Martin WRCS, R Bowles

- C 2.86 BCRF, J Daly COMSOA, D Tuffrey BMAC, J Mann PMAC, A Mann BCRFC, I Thompson EHMAL, A Palsson EHMAL, J Storm COMSOA, R Searless COMSOA, S Bardney WWMAL, A Angus GRASS, R Perett SMAL, A Turner SRCS, C Hodder SSSFA, T Collins Rebels, T Collins Rebels, T Collins Rebels, P Collins Rebels, L Plaatjes WMMAL, A Zuger WRCS, D Lydford OMAC, D Lydford OMAC, D Lydford OMAC, J Rolf NSWAS, C Dyer Blacktown, C Dyer Blacktown, R Smith Lithgow, D Marshall Goulburn, W T Mansell SAC, R Ogle RAAFMAC
Received Cancelled Large Model Permits to fly forms from the following:
- C 2.87 A Mann BCRFC, R Bowles BCRFC, R Bowles BCRFC,
Newsletters Received:
 The Feral Flyer Newsletter
 Bega District Model Club
 NSWFFS newsletter <http://www.nswffs.com.au/ffjan.pdf>
- C 2.88 **Received nomination/ applications for flying Instructors (Power, Glider, Helicopter)**
 Stephen McMahan WRCS Glider
- C 2.89 **Received large model Inspector Applications**
 James Russ COMSOA 47923 FW25

Late Correspondence:

Correspondence Out:

To MAAA:

- M 3.1# Request for MAAA Insurance policy from MAAA – Peter Coles
 M 3.2 Forward CLAS annual report and National’s Event Calendar
 M 3.2 Forward NSW FFS MAAA 2012-13 Nationals Calendar

To other than MAAA:

- C 3.1# Peter Coles regarding proposed changes to MOP 019.
 C 3.2 MASNSW members sitting on MAAA sub committees (reports required)
 C 3.4 NSWFFS some RC club fields not registered with MASNSW
 C 3.5# Peter Coles from President MASNSW re Luskintyre 2012
 C 3.6 CASA Liaison Orange MAC Public Display Application
 C 3.7 Email to ALL clubs re club flying event and Public Displays
 C 3.8# Letter to Peter Coles re MASNSW support of Luskintyre
 C 3.9 Advice on Half Year Memberships to MASNSW
 C 3.10# Porman, Minty and others, clarification on Law –v- MOP’s
 C 3.11# Email to all clubs re MOP 019, 17 January 2011
 C 3.12# Response to Christian Trader re C 2.49
 C 3.13# Stephen Green copy of item C 3.7 forwarded
 C 1.14 Changes to MOP 058 circulated to all clubs
 C 1.15# MOP updates on the MAAA website
 C 1.16 Directors Blacktown Workers – MASNSW meetings at Parramatta Workers
 C 1.17 Greg Cusack, DMAL gold wings clarification

Business Arising from Correspondence:

The correspondence was grouped into three sections and dealt with by group, those being:

- 1 MAAA Nationals reports and submissions
- 2 MASNSW special Interest Groups and Sub Committee reports
- 3 General Items.

Moved: HMAS

Second: PRCAC

Carried

Reports:

Treasurer:

Bob Bishop

Business Arising from the Treasurers Report:

NIL

Moved: HSL

Second: CVRCCM

Carried

Reports:

President

Bob Carpenter

I would like to take this opportunity to welcome everyone back following the Christmas break. The weather this summer has not been good for flying and we can only hope that it will improve to allow us to enjoy our time at the field.

You will notice on the events Calendar that the 24th March MASNSW will be hosting the Car Boot Sale that was postponed from last November. I would like to thank the RAAFMAC club for once again providing the venue. As the planning proceeds we will provide all information direct to the clubs via email as well as the next monthly MASNSW meeting.

At our Annual General Meeting in May the executive will be looking for nominees to assist in the secretarial duties. I would like to take this opportunity to request that if you have a desire to be involved in the administration of Radio Control Modelling in NSW that you consider nominating. Please contact either myself or any member of the executive for further information. The executive of MASNSW is working as a well-oiled machine and the reward in knowing that you are making a difference gives us all a great feeling.

In my last report I asked for suggestions on ways of communicating to members. I would like to thank Robert Budniak for his input. I will take the information on board for future development.

Vice President/ Secretary

Tim Nolan

It has been a very busy period since the last meeting, significant progress on the Nationals front, and subcommittee reports.

The 2012-13 Nationals being hosted in NSW is the first time the Radio Disciplines have been held at different times to better coincide with the calendars of the Special Interest Groups. There is no specific Nationals Committee charged with managing the entire event.

The various Special Interest Groups have all replied indicating when the various Nationals events will be held. I would like to thank them all for their help in pulling this together as this information is required to the MAAA Secretary by COB 10 February 2012. An integrated calendar will be published in next newsletter (April) with the minutes to assist members to plan which events they would like to participate in.

It is the view of the Executive that the Special Interest Groups manage each event as they see fit, the negotiation of fields and prizes etc are at the discretion of these groups. MAAA and MASNSW funding will be available to assist in running the events. Details of this and the allocations will be advised when the details and numbers of events are finalised.

The Executive is available to assist any groups that may need extra assistance or advice.

Registrar

Dave Lewis

Current Year		New to System	Last Year
Seniors	2200	213	1609
Pensioners			473
Juniors	96	27	101
No. of Clubs	93		95
Total Membership	2296	240	2183

Chief Flying Instructor

Bob Carpenter

Welcome back to 2012. It gives me pleasure to announce that we have two new Helicopter Instructors from the last course held in November of last year. Congratulations to Ben Burrell from RAAFMAC and Philip Chadd from HMAS.

Our next instructor’s course will be held at Hawkesbury on the weekend of the 5/6th May. This will follow our normal structure of being an Instructors course and workshop. I have a couple of nominations at the moment but we welcome further nominations.

To become a new instructor you need to have Gold Wings in your particular discipline and be nominated by your club. Existing Instructors can self-nominate to refresh their knowledge of instructional techniques and procedures and I also welcome observers from club executives.

There will only be selected numbers of observers allowed as the primary reason for the course/workshop is for Instructor training.

At this course we will have the capacity to present to Fixed Wing/ Helicopter and Glider Instructors. So please contact the Secretary Tim Nolan with copies to me. Email addresses are available in the newsletter.

State Flying Field Secretary/PRO

Steve Norrie

A new lease has been finalised with for the whole property less that which is reserved for MASNSW member’s exclusive use

There is an infestation of a noxious weed known as St Johns Wort in the back paddock; we are currently investigating means by which to combat this. I will be working closely with the lessee to resolve the problem.

It has been suggested that a mezzanine viewing area be erected in the shed and that a shower be installed, I have commenced discussion re these matter’s with the council. They have suggested several contractors in the Cootamundra area who would be able to complete any such a project. The council is currently preparing an estimate for improvement of the runways.

The Cootamundra Aeromodellers Association has completed the installation of a new 4.8m gate at the north end of the pit area for large aircraft access.

There are currently five bookings for the year one each for February & March and three in October.

The entry roadway improvements are underway, with the first layer in place. This has already reduced the amount of dust generated by vehicular traffic.

Estimates have been requested for the provision of irrigation to the operational area (runways, taxiways and pit area).

Motion to accept the Reports as printed be received.

Moved: WRCS

Seconded: CVRCMC

Carried

Other Reports: These reports have been received from the various sub committees (both MASNSW and MAAA).

Education Report – Annual Report Mike Close

The main role of the Education Sub Committee has been to oversee operation of the Education scheme in their State and coordinate the distribution of Delta Darts to support it.

This is frustrating to me as Chairman as I believe that the Education Scheme can be greatly enhanced. I have ideas both from the USA and the UK. Unfortunately I have not had time to pursue this as I would have liked although the first stage of gaining consensus of the purpose of the Education Program is about to be issued. This follows the format of the agreement that was reached at the start of the Instructors Weekend which I think greatly contributed to the constructive outcome achieved.

I would like to continue in this role at least until the Education Program is relaunched as I believe that I have a lot of background information and ideas to contribute. After May 2012 I will have significantly more time to follow this through.

Technical Radio Sub Committee MASNSW Annual Report Mike Close

The TRSC continues to be one of the most active Subcommittees. During the year myself and two other members of the committee have evaluated six radio systems for suitability for recommending to the MAAA Executive that they be added to the accepted list in MOP058. At this stage four have been added. Correspondence has also been exchanged with other manufacturers and importers.

A major investigation was carried out on the remains of a crashed aircraft, that caused serious injuries, after another report had indicated that the receiver had no range due to the installation. The investigation on both the crashed receiver by Bill Kent and an extensive check of an identical model by me failed to corroborate the original finding.

The TRSC is about to consider the Park Flyer restrictions on 2.4 GHz for AWA.

In addition the MAAA Secretary passes on average at least once a month an enquiry from a member that does not slot into a previous answer or the FAQ section on the Web Page. I usually answer these myself but can get advice from others if needed.

I would like to be able to continue in this role and would offer myself once again as Chairman.

Glider Subcommittee

Alan Lowe

I have only been the NSW representative on the MAAA Gliding Subcommittee for a short time. What I am aware of in terms of the Subcommittees activities and where I have been involved in reviewing are listed below.

Primary focus has been on the establishment of a suitable achievement scheme for gliding aspirants. A draft of the Slope Soaring Bronze scheme is expected to go to the MAAA Executive in January 2012. This will be followed by a Glider Instructors Manual, which was in final draft but now needs to be aligned to new format as per Fixed Wing (Power) Manual. Work is in progress on Bronze Thermal scheme and this will be followed by Gold schemes for both disciplines.

There has been a significant redraft of the MAAA Australian Open Thermal Rules to bring it into line with recent overseas developments and the rules used locally. We expect this can go to the MAAA Exec in January 2012.

Scale Subcommittee

Bill Mansell

During 2011 considerable scale activity has occurred in NSW.

Major events include

- Temora Scale Invitational November 4, 5 & 6; and
- Wagga Anzac Weekend April 22, 23 & 24

NSW scale flyers have also been involved in scale rallies at:-

- Orange
- Bowylie
- Tamworth
- Camden

The NSW Scale Aircraft Society Inc. has also held five rounds of Advanced and Open Scale Competition and various NSW locations together with State Competitions covering:

- F4C
- Large Scale
- Stand Off Scale

Judges Training

On January 5, 2011 NSW Scale Aircraft Society Inc. held a full day judging school for both flyers and judges of scale competitions. We were assisted by the Victorian Scale Delegate, Noel Whitehead, in the presentation of this course. It is proposed that the course will be repeated during 2012.

Points for Discussion

1. During 2012 the Victorian and NSW Scale Associations are proposing to hold an interstate competition, the venues possibly being Albury or Wagga Wagga. Hopefully details will be finalised within the next month.

2. **Scale World Championships**

These are being held in Spain in August 2012. Regrettably no NSW Scale Flyers were available for this competition. Selection trial was to be held after the Shepparton Rally in September 2011. Selection trials were not necessary as only two Victorian Flyers had registered for participation.

3. **2013 Nationals** - It is proposed that the NSW Scale Aircraft Society Inc. will run the Nationals scale competition. Neither timing or location has been finalised but an outlined program has already been submitted to MASNSW by John Rolfe, President of the NSW Scale Aircraft Society Inc. [Copy of the outline is attached] Currently it is proposed that the Scale Nationals will cover all aspects of scale flying including:-

- F4C
- Large Scale
- Stand Off Scale
- ARF Scale (flying only)

Also we need to consider if Control Line Scale will be held at the same time and venue. Contact will be made with the Control Line Society re this.

NSW Scale Aircraft Society Inc. in conjunction with its Victorian counterpart will be endeavouring to finalise location and timing during the first quarter of 2012.

NSW Representative to the MAAA Technical Sub Committee for R/C Aerobatics Thomas Collinge Progress report for the Calendar year 2011

The past year has seen a small number of important Technical issues distributed by the MAAA Technical Sub Committee.

1. The suggestion that all competition aerobatic models using electric power should be fitted with an external circuit breaking device to easily disconnect the energy source from the drive train components.
This has been adopted by all Australian Aerobatic Associations
2. The suggestion that all competition aerobatic models using electric power should demonstrate to Contest Directors that the controlling transmitter reduces the motor revolutions to zero when the “failsafe” feature is employed.
This has been adopted by all Australian Aerobatic Associations
3. The suggestion that all aerobatic competition sites have available a suitable fire extinguisher for the control of electrical fires.
This has been adopted by most Australian Aerobatic Associations

These are the matters that have come out of the MAAA Sub Committee for R/C Aerobatics.

Australian Scale Aerobatics Association (ASAA) Bill Bland

Over the past twelve months the ASAA has seen a steady increase in numbers of members which has been made up of all ages.

Competitions have been run in every State except Tasmania. The latest to come online and to now have its own representative is the Northern Territory with the support of the ASAA, we are sure to see the NT thrive and grow in numbers.

The ASAA Champions were crowned at a meeting in Bendigo, Victoria in November which was attended by a number of Kiwis.

Also in November the ASAA held its annual AGM with a new committee being elected. All of the Committee Members are contactable through the ASAA web site <http://www.scaleaeros.com.au>.

The elected committee are as follows:

- President – Nakia Brewer
- Vice President – Michael Paul
- Secretary – Bill Bland
- Treasurer – Andy Thomas
- Contest Director – Simon Eyles
- Safety officer – Luke Brodrick
- Merchandise – Brian Stenberg
- NSW/ACT State Rep – Norm Frazer
- QLD State Rep – Michael Paul
- SA State Rep – Mike Holmes
- Vic State Rep – Paul Barnard
- WA State Rep – Bill Bland
- Webmaster – Nakia Brewer
- Newsletter Editor – Steve Richardson
- NT State Representative – Lee Hunt

Once again, monthly meetings will be held over Skype, as Committee Members are from far and wide. During 2011 some of our members travelled internationally to compete and all achieved a good result at some major events. The standard of Australian aerobatic pilots is of a high calibre and is proving to be some of the best in the world.

The ASAA has, and will be, looking at new and beneficial ways to run some of its bigger events, as numbers are increasing at competitions, the pressure is on to get more flying into some short weekends.

The implementation of a new scoring system is another major step forward for the ASAA.

SAM 1788

Basil Healy

Regarding the activities of the Old Timer sub-committee there has not been any need for action in the past year as 2013 is not a rules review year

NSW National 2013 Reports The following reports outline planning for the 2013 NSW Nationals

Glider Nationals

Hutton Oddy & Alan Lowe

Gliding Nationals proposal for 2013. This event will be conducted by a combination of NEMAC and HSL. An email from NEMAC is included below.

It is proposed to hold this event over 3 days with a fourth day set aside if any electric events are to be included. I believe Peter Pine has contacted you in regard to the electric gliding events being held in conjunction.

The following information is provided for your information.

The 2013 Gliding Nationals will be held in conjunction with the 2013 Armidale Gliding Expo.

There is a separate proposal to have the 2013 Gliding Nationals be part of the selection trials for the 2014 F3J team which is with the MAAA Gliding Subcommittee but I do not expect to have this approved as a similar proposal was rejected at Jerilderie in June this year.

Discipline: Australian Thermal (aligned to proposed new Australian Thermal rules), F3K discus hand launch as per FAI F3K rules. These are definite, other events may be added if requested.

Will this be a World Championship team qualifier event? Under consideration by MAAA Gliding Subcommittee.

Location: Armidale

Dates: 26 - 28 January 2013, but can add a day either side if required.

Contact details, Contest Director:

Australian Thermal CD: Alan Lowe mobile: 0416 207 251, email: alan.e.lowe@gmail.com

F3K CD: Hutton Oddy mobile: 0425 285 758, email: hutton.oddy@skymesh.com.au

Accommodation Availability: No onfield accommodation but plenty of alternatives in Armidale - refer to Armidale accommodation guide

Assistance required from MASNSW:

Below is list of costs that will be incurred. Any assistance in covering these costs would be greatly appreciated.

1. Field Preparation - slashing = say \$600
2. Toilet Hire = ~\$400 for 3 days
3. Trophies
4. CASA clearance = \$80

Please let me know if any additional information is required. All parties (representatives from HSL and NEMAC will be attending the Armidale Expo on 26 January) and will be available to discuss any concerns raised then

F3A Pattern

Richard Knox

I am pleased to respond to your request of 13 Dec 2011 and our recent phone conversation on behalf of the New South Wales Pattern Flyers Inc. on our initial plans for the conduct of the F3A Pattern discipline as part of the 2013 MAAA Nationals.

As the Special Interest Group in MASNSW we are very keen to make the event interesting, of top standard, and attractive to competitors from across Australia, and perhaps NZ and others in our region.

In responding directly to your questions:

- a. The Discipline is F3A R/C Aerobatics, and will include all classes, Masters, F3A, Expert, Advanced and Sportsman. F3A and Masters classes may be combined if less than 3 Masters class entries are received.
- b. This will NOT be a World Championship team qualifier event. The qualifications event is the APA Masters held earlier in the year.
- c. We have two Clubs who have agreed to host a three day MAAA Nationals event. Our prime location is at the Charles Kingsford Smith MAC at Pitt Town. The second Club is IMAC at Wollongong, and we nominate this Club as our alternative should there be any difficulties closer to the event at Pitt Town, such as accommodation shortages etc.
- d. The dates are for a three day event on 26, 27, and 28 April 2013.

- e. As Secretary, I will be the contact for the MAAA Nationals for the time being. We anticipate forming a Sub Committee closer to the Contest, and may have a dedicated person then. The Contest Director will be our President, Tom Collinge.
- f. Accommodation availability is always an issue, close to the ANZAC Day weekend. There is excellent accommodation in the area, and we intend to approach venues to see if block bookings and discounts can be arranged.
- g. Assistance from MASNSW. The following are initial thoughts and suggestions:
 - Dollar assistance, including \$10.00 per head per day for Field rental, plus catering costs, grass cutting, poles and stay lines (one set), sun shelters hired for judges, and a marquee.
 - Possible financial assistance to bring in one or two internationally qualified judges to the event to bolster our self-judging regime used at our normal events.
 - RAAF clearance to 1000ft for four days, the day before the event and the three days of the event. If this becomes an issue, then we have IMAC as the alternative.
 - Advertising/promotion of the event throughout Australia and our region.
 - Assistance with caps, trophies etc with the 2013 MAAA Nationals logo (if there is to be one).
 - Evening activities assistance for the interstate (and possible international) competitors and guests, with a dinners location and perhaps a prominent quest speaker (eg a recent world champion).
 - Presentation of trophies ceremony.

We have a number of questions that need to be addressed by MASNSW in due course. Those that we have discussed to date are:

- a. What are the administrative arrangements for the MAAA Nationals? Is MASNSW coordinating entries, entry fee collection, standardised trophies, memorabilia such as MAAA Nationals 2013 caps, T shirts etc that normally are available when the Nationals are held as a single event?
- b. Will there be a MASNSW management overlay that we work to, or will we be totally responsible to the conduct of the event as though it was one of our own like the NSW State Championships?
- c. What sponsorship if any does MASNSW intend to seek?
- d. In essence, what are the administrative and operational arrangements envisaged, and what will be the division of responsibilities between MAAA, MASNSW and the NSW Pattern Flyers Inc?

We look forward to being involved in the development, planning and conduct of the 2013 MAAA Nationals, and await your instructions.

SAM 1788

Basil Healy

At a telephone conference of the committee of SAM 1788 it was decided to hold the Old Timer events of the 2012 - 2013 Nationals concurrent with the Free Flight events at Narrandera (not Narromine as advised in your email) over the period 3-1-2013 to 8-1-2013. Events to be run will be as follows:-

Texaco

Duration

- Gordon Burford
- 1/2A Texaco
- Nostalgia
- 2cc Old Timer
- Standard Duration
- 38 Antique
- Vintage Glider
- Tomboy and Cardinal Event

We will handle entries and administer the flying of the events but will require trophies to be provided or a cash advance to purchase them. Who gets to take the entry fees? MASNSW or SAM 1788?

Scale Proposal yet to be received in soft copy for insertion.

Awards:

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

Shaun McLean	SRCS	73803
Bruce Stanley	SSSFA	73559
Joseph Evans	DMAC	73663
Greg Moss	Grafton MAC	73805
Eugene Frizza	SSC (Sunset Soaring)	71401
Steven Thurkett	SSSFA	73955
Peter Black	SSSFA	73609
Adam Hunt	SSSFA	73953
Ralf Storek	SSSFA	73796
Jacob Steele	LMMAC	73857
Clive Kersall	SNMAC	25291
Geoffrey Jones	SNMAC	32181
Gavin Jones	SSO	73905
Richard Cook	IMAC	73964
Richard Cook	IMAC	73562
Andrew Alexander	SSC	49234
Garry Morehouse	SHMAC	73816
Bill Day	SNMAC	71404
Colin Rook	BAC	67017

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

Don Farman	SSSFA	67012
David Tibbitts	SSSFA	67132
David Churchill	DMAC	57557
Stephen Weatherstone	SSSFA	32331
Simon Eyles	WWMAC	67162
Jeff Besnard	SSSFA	67278
Roger Perrett	SMAC	69598
Jacco Stikkelorum	HEMFC	73766
Greg Cusack	DMAC	71258

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:

Kevin McEvoy	SSSFA	71378
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Applications received for the approval of MAAA Helicopter - Gold Wings:

No applications received

Applications received for approval of MAAA Helicopter Instructors

Ben Burrell	RAAFMAC	42226
Philip Chadd	HMAS	25176

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

No applications received

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

Ivan Bremer	SSA	73691
David Beaumont	SSSFA	69364
Don Costelloe	QFS	17746
Tim Nolan	ROW	24307

Applications received for the approval of MAAA Glider Instructors:

Moved: SSME **Second:** NSW SAS **Carried**

MAAA Inspector Approvals/ Applications:

FW25 Applications:

Jason Russ	COMSOA	47923
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Heavy Model FW 25 Inspector Approvals

Nil received

Heavy Model RW 25 Inspector Approvals

Nil received

Giant Model FW 50 Inspector Approvals

Nil received

Giant Model RW 50 Inspector Approvals

Nil received

Gas Turbine Inspector Approvals

Nil received

MASNSW POINT SCORE COMPETITION AWARDS 2010:

The following Clubs/Organisations have qualified for the \$ 50.00 Reward for submitting Point Score Events results within four weeks of the event being run.

Submitted by Dave Lewis:

NSWSAS Scale Orange Dec 2012

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 9 March 2012 . The meeting to commence at 8.00pm, (2000hrs), All Members, Observers, and Visitors are welcome.

Item - inwards Correspondence C 2.82 Open letter from Mr Bob Young,

The President asked Bob to speak to the meeting on his letter it is published below for consideration and reflection by the membership in light of the discussion earlier in the evening.

Mr Bob Carpenter.

10/2/2012.

Dear Bob,

As you are most probably aware, I have spent most of my life working towards a dream and that is to see some part of the Model Aircraft Movement become part of the Aviation Industry. That dream is about to become a reality with the advent of the small Remotely Piloted Aircraft Systems (RPAS) becoming a valuable addition to commercial aviation.

This move is being formalised as this letter is being written with CASA and various Government bodies working towards putting into place the mechanisms for the granting of Level 1 Remote Pilot Licences (RPL).

What you are also most probably aware of is that I have been working closely with CASA in helping to prepare some of the groundwork for this historic event and I thank the people at CASA for granting me this opportunity. It has been a very interesting and rewarding experience.

From my early moves in the mid-Seventies to establish the Silvertone Flying School for R/C Model Aircraft and the formalising of that project by handing it over to RCAS the NSW State R/C body at that time (1982), through to my endeavours to introduce RPVs into the Australian Military in the late 1970's and my current efforts with the Silvertone Flamingo, I have never lost sight of that dream.

To my mind the Unmanned Aircraft Industry offers the very best career path for young R/C modellers. Over the years I have watched many of my R/C students progress through to careers in Military and Civil aviation, a very big step in learning and Skills. However the Unmanned Aircraft industry is a very natural progression and indeed much of the early small RPA history stems directly from an R/C model background.

When I first starting working with CASA, I consistently tried to have the MAAA Gold wings standard introduced as the entry level skill set for CASA's RPA level 1 RPL. I was consistently knocked back on this proposal which puzzled me at the time. Over time however I have come to realise that the UA industry can find very little value in MAAA members. This has saddened and disappointed me.

Time and again in conversations with UA employers I have heard the same complaints, a low level of disciplined piloting skill but by far the most common and serious complaint is about attitude. As one employer recently pointed out that during a recent search for two Autonomous Helicopter Pilots he interviewed about 40 prospects many from the MAAA. Over and over he found that the MAAA members wanted to tell him how to fly with comments such as “I can fly a helicopter inverted and backwards so there is nothing you can teach me.”

This is not what the owner or guardian of a \$300,000 dollar autonomous helicopter, tasked by CASA to provide a high level of discipline, skill and safety in their pilots, wants to hear. As a consequence this employer chose two completely unskilled people from a mechanical engineering background, choosing instead to train them from the ground up, instilling into them the company policy from the outset. Thus two well paid, very interesting jobs were lost to MAAA members.

So where does the problem stem from for MAAA members? Mostly from the fact that R/C flying is a fun pastime and Modellers go to the flying field to get away from work pressures and disciplined situations and they are only too happy to escape and let their hair down while flying.

This is not the sort of approach desired by CASA. That organisation is first and foremost a safety based Organisation and everything that CASA does is aimed at a safe outcome achieved by applying rigid discipline and a high level of organisational skill.

There are however other problems inside the MAAA system or more correctly at least I should say MASNSW the current NSW Governing R/C body as this is the area I have most contact with, know most about and which pioneered much of what is now MAAA Operational Procedures.

When I implemented the Wings system into RCAS in the early 1980s there were three levels (Bronze, Silver Gold). The main aim of the Wings system was to provide R/C flyers with a framework for incentive and a set of goals to work towards. The ultimate aim being that the Bronze wings were to provide a safe solo standard. Silver a competent flyer and Gold Wings were to be presented at the highest level capable of R/C flyers to achieve. There was also a Diamond stud achievement award available to special interest Gold Wing flyers.

Over time this has been degraded to two levels (Bronze and Gold). Added to this there has been a slide in the standard of Instructors with very few (if any trainee instructors being failed upon examination. I have kept a close eye on this situation and have been concerned for some time at the falling standards. This is not the situation I envisaged back in the early 1980s.

To your credit Bob, you have taken steps to improve the standard of instructor training and this is a most important move and the first I hope in a serious of steps to a higher standard of flying within the MASNSW clubs.

Now we are left with the question of how do we reconcile the needs of CASA and make MAAA more attractive to the UA industry? Do we even want to do that?

My position is that we do or should in at least a small corner of the MAAA organisation.

Thus what I propose is the following:

- (1) That a special interest group be introduced with the view to training young flyers to the entry standard required by CASA and CASA approved UA flying schools. I believe there have already been moves towards an MAAA RPAS sub-committee.
- (2) That some instructors be trained in this area, again to CASA entry level requirements.
- (3) That a special set of wings be designed and allocated to graduates of this group. Possibly Platinum or Gold with engraved bar.

For years we have all discussed the declining numbers of young flyers in the R/C movement so now is the chance to offer young people a valuable set of skills and to instil into them a sense of dedication and discipline.

I am prepared to offer my services for a period of 12 months as a Flying Instructor (UA) as a contribution towards this aim.

I trust you will find that this letter has some merit.

Regards,

Bob Young.

RCAS CFI No 1

Being no further business before the meeting, the meeting was declared closed at: 11.00pm

MASNSW 2012–2013 Events

Calendar

(Compiled 13/2/2012)

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

February 2012

18	Old Timer Glider Testing day (Saturday)	Goulburn	Grant Manwaring	02 6241 1320
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
* 3-4	Sportsman Pylon Racing	Nowra	Jeremy Randle	0418 390 446
9	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
10-11	Electric Old Timer	Goulburn	Peter Pine	02 6676 1437
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
* 17-18	Wyong River Old Timer Weekend	Wyong	Basil Healy	02 4341 7292
18	Appin Electric Fun Fly / Boot Sale	Appin	Mark Pilling	02 9757 8823
* 24-25	Pattern / Aerobatics	Illawarra	Richard Knox	0417 483 689
* 24-25	Glider Heathcote Cup	Maddens Plains	Fred Lodden	02 8576 6431
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

1	2m Glider Millennium Cup Round 3	Queanbeyan	Fred Lambert	02 6297 3206
1	2012 Run Watt U Brung Electric Fun Fly/Pylon Day	Maitland	Tony Jones	0417 022 394
* 5-10	SAM1788 Old Timer Championships	Canowindra	Basil Healy	02 4341 7292
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

5-6	MASNSW Instructors Course	TBA	Rob Carpenter	02 4577 6612
5-6	Veterans Gathering (Old Timers)	Muswellbrook	Simon Bishop	02 6543 5170
* 5-6	Open Glider Handicap Event	Gunnedah	Paul Hartley	0438 421 926
6	Sportsman Pylon Racing	Illawarra	Jeremy Randle	0418 390 446
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	Mothers Day			
13	Seaplanes at the Regatta Centre	Penrith	Tim Nolan	0412 173 440
12-13	Belconnen/Yass Old Timer Weekend	Yass	Grant Manwaring	02 6241 1320
18-20	MAAA Annual Council Conference	Sydney	Tim Nolan	0412 173 440
19-20	COMSOA Scale Fun Fly	Maitland	Paul Robertson	02 4946 8334
20	2m Glider Millennium Cup Round 4	Salt Ash	John Tidey	TBA
* 19-20	Pattern / Aerobatics	Coonabarabran	Richard Knox	0417 483 689
* 26-27	NSW Large Scale State Titles	Taree	Dean Erby	0437 397 451
27	WPMAC Fun Fly Day	Mulgoa	Avian Howard	0417 449 325

June 2012

* 2-3	Sportsman Pylon Racing	Pitt Town	Jeremy Randle	0418 390 446
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
* 16-17	New England Gas Champs (Old Timers)	Tamworth	Basil Healy	02 4341 7292
17	Seaplanes at the Regatta Centre	Penrith	Tim Nolan	0412 173 440
23-24	Pattern / Aerobatics	Wingham	Richard Knox	0417 483 689
* 30/6-1/7	Sportsman Pylon Racing	Nowra	Jeremy Randle	0418 390 446

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
* 21-22	Golden West Old Timer Competition	Parkes	Peter J. Smith	0423 452 879

August 2012

* 4-5	Sportsman Pylon Racing	Pitt Town	Jeremy Randle	0418 390 446
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	2m Glider Millennium Cup Round 5	Cowra	Wayne Symonds	02 6342 4525
15-16	VRF Mammoth Scale Fly In (Vic)	Karramomus	Adrian Sumner	03 5821 7948
* 23	Sportsman Pylon Racing	Richmond	Jeremy Randle	0418 390 446
30	Seaplanes at the Regatta Centre	Penrith	Tim Nolan	0412 173 440
29-30	Eastern States Gas Champs (Old Timers)	Wangaratta	Peter J. Smith	0423 452 879

October 2012

1 Labour Day Holiday

12	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
12-14	Twin Cities Float Plane Weekend	Albury	David Balfour	02 6043 3169
* 21	2m Glider Millennium Cup Round 6	Maddens Plains	Fred Lodden	02 8576 6431
* 20-21	Coota Cup – Old Timer Weekend	Cootamundra	Basil Healy	02 4341 7292
* 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
* 11	Shoalhaven Shield, 2m Glider Millennium Cup Rd 7	Bomaderry	Ian Avery	02 4232 1093
* 10-11	Muswellbrook Old Timer Weekend	Muswellbrook	Simon Bishop	02 6543 5170
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		

January 2013

3/1/13 – 8/1/13	Free Flight Nationals	Narromine		
26	Australia Day			

Fixing a "Bent" Caribou

Basil Healy SAM AUS

The scene is the late 1960s and I was still an inspector "without portfolio" in the Airframe Overhaul Department at Hawker de Havilland. I had been involved with the overhaul of the Caribous since the early 1960s and was currently spending most of my time on a radio upgrade on the ageing C-47 Dakota aircraft which involved the deletion of the radio operator's position so that all communications was handled from the cockpit.



One day an RAAF truck arrived with a pair of Caribou outer wing panels, the empennage assembly and the rear fuselage from the cargo door back. No information was received at this time as to what had happened to the aircraft, but a large dent in the leading edge of the starboard wing looked suspiciously like it had been caused by a tree.

Two days later we were alerted that the remainder of the aircraft would be on a barge at Milperra Bridge at 4am the following morning and could we organise a crane to unload it. I was not present at the unloading but was told that it was quite a spectacle because after the unloading it was found that the aircraft was too wide to fit through the gate in the airport fence so, with police escort, it was towed up Milperra Road and through the front gates at Hawker de Havilland which were wide enough to take it. I arrived at work to find the aircraft sitting out on the tarmac in front of our hangar. Later in the

day my boss called me into the office to advise me that the log books had arrived and that I was to look after the inspection side of the repair and re-assembly of it. As a parting comment, as I left to study the log books, he said, "Make sure it goes back together straight!".

The log books told the story of what had happened. The aircraft was in Vietnam carrying out a re-supply mission for an Army patrol and was landing at a forward supply strip currently being guarded by the patrol. The aircraft touched down and after a short landing roll the pilot applied reverse pitch to the propellers and opened the throttles. Unfortunately, the starboard propeller had not reversed and the aircraft ground looped, struck a tree with the right wing and the nose undercarriage collapsed.

Subsequent investigation carried out after the accident revealed that of two micro-switches in the throttle console which controlled the propeller reversing, one had failed and the other was out of adjustment. (N.B. - The two switches are in parallel and are wired that way so that if one fails the other will still reverse the propeller - a double redundancy).



Getting the Caribou out of the forward supply strip posed another problem because even with the outer wings and empennage removed, the upswept rear fuselage got in the way when

suspended in a lifting sling below a Chinook helicopter. So they simply drilled out all the rivets around the fuselage and removed the upswept portion. This enabled them to transport it piece by piece to the aircraft carrier HMAS Sydney moored in Cam Ranh Bay, - from there it was returned to Australia.

At this stage I decided to have a look at what had caused the, nose undercarriage to collapse and was horrified to find that the retract jack had been replaced with a piece of 4" x 4" hardwood. The reason for this was soon obvious because the upper attachment for the jack together with a sizeable piece of the surrounding structure was missing - torn out.

After positioning the aircraft in the rear corner of the hangar, jacking it up level and removing all the access panels it was ready for me to commence my survey and list all of the repairs and servicing to be done. Whilst I was inspecting the starboard main wheel well with a lead light I noticed some suspicious shadows on the web of the main spar which forms the front of the wheel well. These turned out to be diagonal ripples in the spar web and a few rivets in the same area had lost their heads. Access to this area was impossible from the wheel well so I requested the removal of a large section of the wing leading edge.



Photo by Evan Sawyer 18-10-2009

While this was going on I got out the rigging board and an inclinometer and checked the incidence of both sides of the wing centre section just inboard of the engine nacelles. There was 1½ degrees difference. With the leading edge removed the full extent of the damage was revealed with a section of the spar web about

60inches long showing diagonal ripples and numerous rivets with their heads missing. Work started immediately on removing the damaged web and it was as this operation was coming to a conclusion that I was standing nearby when I heard a loud "bonk" and the rigging board which had been left on top of the wing rattled. This was followed by a stream of profanity from the operator because his drill bit was jammed in a hole and he could not get it out. I grabbed hold of the trailing edge and was surprised to find that it would move up and down about 1½ inches. Anyhow with me moving the trailing edge the drill bit was eventually freed and the four remaining rivets were removed allowing the spar web to come free. That prompted a number of questions:

- What thickness was it? Measure it of course!
- What specification of aluminium alloy was it?
- Had it been heat treated?
- Why did it appear to be two thicknesses of metal bonded together?

At this point I rang the Engineering Department and asked what technical data did they have on Caribou main spars? The reply was that they held a full set of the manufacturer's drawings on microfilm that I could view at any time. So off I went to spend the first of many hours searching through rolls of microfilm through a viewer. Eventually I found what I wanted, the gauge of the materials, its specifications, heat treatment level and the type of epoxy used to bond the two layers together.

Armed with this information I just added it to my survey sheets and left it to the Planning Office to order up all the materials. Work on the spar repair ceased until the two bonded sheets of metal were made up by the Fibreglass Shop. The repair of the damage in the nose wheel well was covered by a drawing issued for a similar incident previously so work then commenced in that area.

At about this stage my boss asked how I was going to check the rear portion of the fuselage when they re-fitted it. I had already given it some thought and proposed to drop a plumb-bob from

the aircraft centre line to the floor at the front of the fuselage and at the front of the cargo door, then extend this line back to a point below the rudder hinge brackets. As the rudder hinge line was vertical I then proposed to drop a plumb bob down through the hinge brackets to the centre line on the floor. "Sounds OK to me", said the boss, "Go ahead and do it"

Once more it was back to the microfilms to find components with the aircraft centre line dimensioned either from an edge or from tooling holes. The rear end proved quite easy to find with a couple of tooling holes equi-distant from the centre line. The front of the fuselage took a lot more research until I finally found reference to the centre line on the structure of a servicing hatch just aft of the nose wheel well. Back at the aircraft I duly marked the centre line in both spots and with a plumb bob transferred them to the floor. Because this line would have to remain on the floor for a number of weeks a long strip of paper was taped to the floor and the centre line drawn on it.

Then it was time to refit the rear fuselage. But first it was necessary to fit the upper fin because this contained two of the rudder hinge brackets. Then they had to make up lifting slings and adjust them so that the front was vertical when suspended from the monorail crane in the centre of the hangar. Next with the aid of a mobile crane the rear fuselage was carefully swung into position, the rivet holes were aligned and a large number of skin pins were fitted into the rivet holes I was called to drop the plumb bob through the rudder hinges and it was found to be leaning one way. The skin pins were removed and a few hefty thumps on the side of the fin soon had it vertical - but then the rivet holes were not aligned. These were quickly drilled out 1/32 inch oversize in several places and more skin pins fitted. The slings were removed and it stayed vertical so the sheet metal worker went flat out drilling out the holes and putting in every fourth rivet.

There was no way that they were going to complete the task that day but at least the fuselage was back together and straight. Several days later, when all of the rivets had been fitted,

I rechecked with the plumb bob and the rudder hinge line was still vertical.

By now the rather expensive bonded metal for the spar web repair had arrived so it was back to the spar repair. By putting a screw jack under the trailing edge it was possible to adjust the starboard wing incidence to match the port wing and so it was in this manner that the new spar web was drilled off from the existing rivet holes and then riveted in position. On removing the screw jack the incidence remained unchanged. While the leading edge was being refitted a couple of the sheet metal workers were repairing the damaged leading edge of the starboard outer wing. It was a relatively simple task of removing all the damaged parts and replacing them with the new parts supplied. No new parts had to be manufactured.



The aircraft was reaching the stage where it had to go back together and I was starting to wonder how this bunch of sheet-metal workers was going to handle the task. Fortunately, it was agreed that the normal "E" servicing crew would work on the aircraft during overtime and would be available to help out for short periods at other times. This arrangement worked quite well and the assembly went more quickly than I expected because it occurred while an "E" servicing aircraft was in the engine run and flight stages and at no stage were we short of experienced workers. They certainly kept me busy with inspection tasks.

Finally it was time to do the control rigging and movement checks. Part of this inspection involved taking measurements from the nose to both wing tips and from the wing tips to the

trailing edge of the rudder. While engaged in this task I remembered seeing the same dimensions in the front of the log book recorded immediately after manufacture. A comparison of these figures with what we recorded revealed that the aircraft was straighter than when it came out of the factory! I took great delight in informing my Boss of this fact.

Then it was time for the airworthiness inspection, engine runs, compass calibration and preparation for test flights. The great day came and I carried out a preflight inspection and took the certificate of safety for flight to the Test Pilots' office and handed it to Ted Shaw, our Chief Test Pilot. He remarked, "You have been on that ship since day one, haven't you?" I said, "Yes", and he said, "Want to come on the first flight. Naturally I accepted expecting to ride in the cabin. But no, Ted wanted me in the right hand seat up front in the cockpit. He was no doubt aware that I had racked up a number of hours in full-size gliders.

At this point I should explain why Caribou aircraft are usually flown with two pilots. Quite frankly one pilot does not have enough hands. During take-off the 1st pilot has his feet on the rudder pedals, his right hand on the throttles and his left hand on the nose wheel steering wheel. The second pilot holds the control column. Now, a Caribou does not rotate nose-up to lift off the runway, but becomes airborne with the nose level so you never know exactly when it becomes airborne. Should it drop a wing immediately after take-off, it is the second pilot's job to correct it. Only when he can see significant distance between the aircraft and the ground does the 1st pilot release the nose wheel steering, select undercart up and finally take hold of the control column.

It was my job to keep the wings level and to stop any tendency of the nose to rise. Fortunately, none of this happened and the Caribou settled into a "hands-off" climb.

There were a few minor defects arising from that test flight but nothing that could not be fixed in a few minutes. A further test flight to adjust the lift computers that controlled the "stick shakers" and to check the stall speed in various flap configurations should have seen it ready for delivery.

But no! The Engineering Department wanted to put wool tufts all over the wing centre and mount a video camera on the fin to observe the air flow over the wing just prior to an actual stall. This took a day or two to set up then once more I went along for the ride, but in the cabin this time.

When carrying out stall tests on a Caribou it is necessary to move the centre of gravity aft to the rear of the operational limit. This is usually accomplished by taking a couple of passengers in the cabin, seating them up forward for take-off and at the rear during stalls. During stalls the tailplane stalls first creating quite a bit of shaking in the rear fuselage which makes gaps appear around the cargo door. I had seen it all before but my fellow passenger (read moveable ballast) was not at all impressed. The eerie thing is that although the aircraft is stalled, it is nose level and descending at about 1500 feet per minute. Also the ailerons continue to be effective. Each stall was followed by a full power climb back up to the starting height which gets a bit noisy in the cabin. The noise level on cruise is much more subdued.

Anyhow, after about eight stalls it was back to Bankstown to remove the video camera and the wool tufts and prepare the aircraft for delivery.

I am not certain of the registration number of that Caribou but think it may have been A4-220 or A4-224. Some years later when I was in the Planning Office, I became involved in a VIP fit-out for a Caribou, so that could be the second number that springs to mind (see *newsletter #339 - Oct 2011 - ed*).

Scale Matters

Alistair Heathcote
Secretary NSWSAS

A Brief History of the Percival Aircraft Company

A brilliant aircraft designer and pilot, Edgar Percival was born in Albury NSW in 1889. His family later moved to a farm on the river flats of the Hawkesbury River. Although apprenticed to a Sydney Engineering firm, Percival developed a passion for the emerging science of aeronautics and became friends with William Hart, one of Australia's pioneer aviators. He helped build and fly aircraft from the aircraft landing ground at Richmond NSW. Following service with the Royal Flying Corps in WWI, he returned to Richmond and established an aircraft charter and repair facility.

After the successful design of a light aircraft to compete in a government sponsored contest, Percival returned to the UK where he was granted a license as a test pilot. By the early 1930s he had designed a three seat enclosed cabin monoplane that was marketed as "The Percival Gull".

Advanced design, high performance and a cost of £1,250 ensured a positive response from the aviation fraternity. Leading pilots such as Charles Kingsford Smith, Jean Batten and Amy Mollison (Johnson) used Percival Gulls to establish new time and distance records throughout the world.



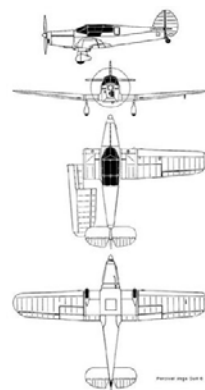
The Gull was followed by the Vega Gull and the Mew Gull. The later was a highly specialized version of the original Gull used by Percival, Alex Henshaw and others in various air races both on the European Continent and the in UK. By the late 1930s the original gull had evolved into the Percival Proctor, powered by a deHavilland Gipsy Queen. The Proctor was built for the Royal Air Force as a liaison and training aircraft with a total production run of over a 1000 aircraft.

Jean Batten's aircraft (hanging in Auckland Airport) was neither a Proctor nor a Vega Gull but rather a Gull 6 from 1934.



The Percival Aircraft Company, having been set up in 1934 had become a considerable force in the UK aircraft industry and war time production included Airspeed Oxforde (of which some 1300 were built at the rate of 30 to 40 per week!) and approximately 245 Mosquitoes under contract.

Percival's later products included an evolving line of training aircraft for the RAF culminating in the Jet Provost which was subsequently adopted by many countries as a basic jet training aircraft.



From 1954 the company operated under the name Hunting Percival Aircraft Limited and by the late 1950s Edgar was no longer involved with the company. Ultimately it was absorbed into the British Aircraft Corporation.

Want to build a model? – Roy Yates built a very detailed model in the '70s. About 65 inches, a plan is available from Model Activity Press.

A couple of photos and a 3 view should increase the excitement!

Alistair Heathcote, Secretary NSW Scale Aircraft Association

Upcoming Events



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

MASNSW Car Boot Sale / Fun fly

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



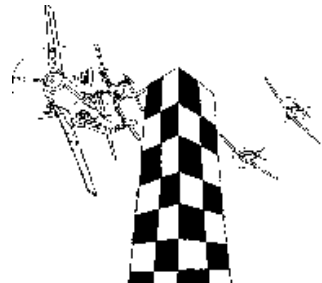
COMSOA Presents: 2012 Run – Watt – U - Brung Electric Fun Fly / Pylon Day

1st April 2012 will see a day of electric only flight at the Hunter Valley's Maitland field. The day will have sessions of various electric pylon racing classes alternated with sessions of fun-fly free flight. All electric aircraft - fixed wing or rotary, are welcome. The more unusual the subject, the better! Flight sessions will be in one hour blocks – heaps of time to burn up lotts of watts.

Pylon racing will be conducted on a properly laid out course with the assistance of the NSW Pylon Association. Timing gear and signal lights will be used – so now is your chance to come along and test your skill at racing.

Racing will be held for the following classes:

- Electric Formulae 1 (EF1)
- HK Fun Fighter Series
- Run-watt-u-brung



Canteen facilities onsite
NO EVENT ENTRY FEE!
Gates open from 8:30 AM
All attendants must be MAAA Financial
More info contact Tony Jones 0417 022 394
<http://www.comsoa.com/home/>



Join in a jamboree of electric flight activity at Easter **The National Electric Flight Rally**

Twin Cities Model Aero Club field - Albury - April 6-9

Foamy pylon, electric scramble, F5J, LEG, Radian glider, electric old timer, scale

MAAA Membership essential - pre-membership AEFA not required

All details, including registration form - www.aefanet.com





GUNNEDAH DISTRICT AEROMODELERS ASSOCIATION

Open handicap glider
Competition

Point Score Event

Saturday & Sunday the 5th & 6th of May 2012

CATEGORIES

2 meter

2.5 meter RES

Open full house

Saturday brief 10.00 start time 11 am

Sunday 9.30 start

Event will be over 5 rounds each day with spot landing bonus
must be MAAA members

Camping available at field toilet and shower on site

FOR FULL DETAILS

PHONE W 0267420222 ask for Paul or Ken, ah Paul 0267421926

mob0438421926

FOR MAP LOCATION GO TO OUR WEB SITE

www.gunnedahrc.com

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



NSW PYLON RACING **CLUB inc**



Q500, and
EF-1 (Electric) PYLON RACING at
ILLAWARRA MODEL AIRCRAFT CLUB
(WOLLONGONG)

LOCATION:

Heading south on the Princes Highway. Exit left (east) on to Northcliffe Drive. 800m
turn right into Hooka Creek Road. 700m on the right is the field.

Sunday 6 May 2012 – 9:00am Pilot briefing

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

New Racers Always Welcome

Contact Jeremy Randle 0418 390 446

Or check out the Web site

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

FUEL SUPPLIED ON RACE DAY

Further 2012 dates

Pitttown 2/3 June,

Nowra 30June/1July, Pitttown 4/5 August, 23 September Richmond.

The two Marulan dates yet to be confirmed

TWIN CITIES MODEL AERO CLUB

ALBURY WODONGA

Invites all MAAA affiliate members



5th Annual Autumn Scale Rally

Where: TCMAC Parker Field, Albury 36°026.35'S 146°57'54.05"E (Google Earth)

When: 11th, 12th & 13th May 2012

Club Contact: David Balfour Ph (02) 6043 3169 Mob 0407 953 903

Autumn is the perfect time to visit the border region and fly in ideal weather conditions.

This is a non competition rally open to all Scale Models, including ARF's and Non Builder of the model entries, so bring them all along, even if it looks scale, come and fly.

Trophies will be awarded for:

- Pilots Choice
 - Best Military
 - Best Civil
- } as judged by TCMAC

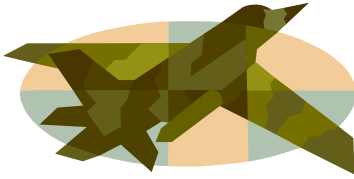
Current MOP certificates will need to be sighted for models exceeding 7kg

Camping available at the field



Dinner Saturday night at a local Restaurant

WWW.TCMAC.COM.AU



COMSOA SCALE FUN FLY

19th.and 20th. MAY 2012

AT COMSOA's FLYING FIELD AT METFORD OFF RAYMOND TERRACE ROAD.

Saturday the 19th. Will be a rally type free flying day

Sunday the 20th. Will be to our usual format with organized flying in each category. Judging will be by entrants on Sunday

CATEGORIES---- MILITARY UNDER AND OVER 7 KG. ----CIVILIAN UNDER AND OVER 7kg

JET

SPORTS MODEL

*Prizes 1st. 2nd.and 3rd. in all categories. Total Prize value of \$1100
Cold drinks on sale all weekend plus free tea and coffee. BBQ Lunch on Saturday and Sunday. Entry fee includes lunch on Sunday.*

If you are intending to participate please pre- enter. Entry for the weekend is \$25 and includes lunch on Sunday. Entry fee is payable on the weekend whether pre entering or entering on the weekend.

Pre entries will be entered in a draw, the prize being \$200 credit on a Laser Cut Kit of your choice from Laser Kit Cutters Australia.

For general inquiries contact Paul Robertson 49468334

Camping at the field is possible—cold water and a toilet, no power. Our club building is available for cooking etc if desired.

VISIT OUR WEB SITE www.comsoa.com for up to date info for the event and about our club.

THE ELECTRONIC PRE ENTRY FORM IS ON OUR WEB SITE and can also be emailed to you on request if you prefer to do it that way.

WPMAC General Flying & Fun Day



COME AND JOIN US FOR A FUN DAY OF GENERAL FLYING AND FUN ACTIVITIES ON SUNDAY MAY 27TH 2012.

BRING YOUR WARBIRD, BRING YOUR AEROBATIC PLANE, JUST BE THERE.

OPEN TO ALL MAAA MEMBERS .

BRING YOUR HACK FOR THE CUT THE RIBBON

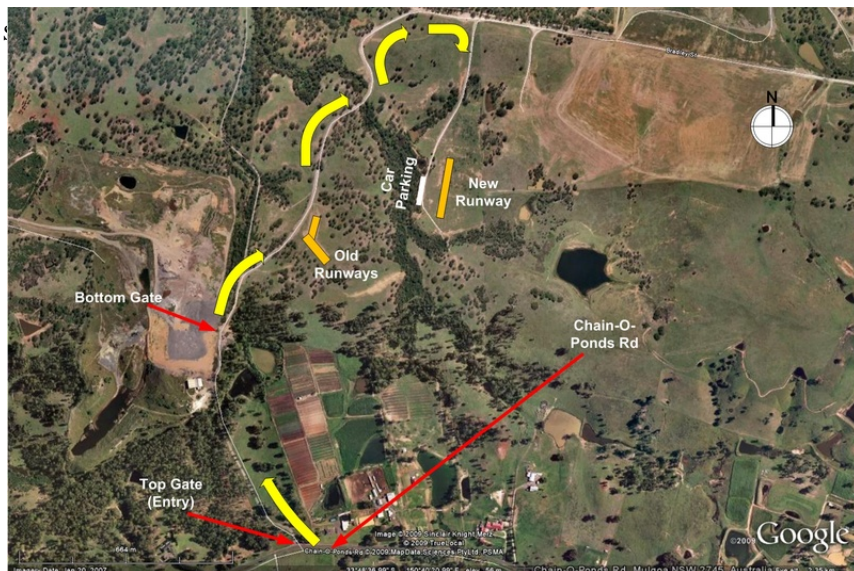
COMPETITION. BE PREPARED FOR MADNESS AND MAYHEM IN THIS ACTION PACKED EVENT WITH GREAT PRIZES.

GATES OPEN – 8 AM FLYING FROM 9AM TO 4PM.

EAT AT THE WORLD FAMOUS DAVE LEWIS EATERY. DAVE HAS HONED HIS CULINARY SKILLS THROUGH YEARS OF TRAINING IN THE ARMY RESERVE. FOOD AND DRINK WILL BE INCLUDED IN THE GREAT ENTRY PRICE OF \$10.

PLUS A RAFFLE TICKET FOR SOME GREAT PRIZES.

FOR ANY MORE INFO CONTACT AVIAN HOWARD ON 0417 449 325 AFTER 5.PM ANY DAY.



For Sale

ARF Kits for Sale Surplus! Must Be Cleared!

ELITE AT-6 TEXAN 25E ARF KIT wing span 1370mm. **\$150**

GREAT PLANES SE.5A ELECTRIC POWERED SPORTS
SCALE ARF GPM1140. wing span 864mm **\$200**

HANGER 9 T.34 TEXAN 25E ARF KIT wing span 1454mm.
engine .40 - 46 2 stroke **\$200**

LANIER RC 48" FLOATS ARF Suit
Planes 15 to 25 LBS. They are
fiberglass reinforced & resin sealed for
extra strength and durability. Complete
with mounting and linkage hardware kit
including right down to the kick up
water rudders **\$200**

BALSA USA 1/3 SCALE MORANE
SAULNIER KIT 108" wing span,
engine size 2.7 ci & up **\$300**

Can also supply:

P/N 489 DU-BRO vintage wheels P/N G905 VICKERS
MACHINE GUN KIT P/N D461 Vinyl Decals ESM DH2 BEAVER
Latest Series ARF KIT 1/4 SCALE **\$ 500**

ESM DH2C BEAVER FLOAT KIT if purchased with the above kit **\$100** or separately **\$150**

Contact **BRUCE SUTTON** 93681291 OR EMAIL dbs888@mac.com

Kits are available for inspection Potts Point Sydney



Various R/C Items

- 2 off Spektrum AR7000 receivers - \$45.00 each
- 1 off Spektrum AR7010X receiver - \$55.00
- 3 off Spektrum AR600X receiver - \$40.00 each
- 1 off Spektrum AR 500 receiver \$25.00

Postage per Item \$8.50

Payment by Bank Transfer

also

Brand new ,still in box, never used

FRSKY Transmitter Module and 8 channel receiver consisting of DFT Transmitter Module with Telemetry

D8R-11 8channel receiver with telemetry

2.4 gig antenna plus right angle adapter.

This system suits Futaba and Hitec Radios Price \$20.00

Contact Ron Phone 6582 6248 or email ronj@tsn.cc

**Deadline for submissions to
Newsletter #344 (April 2012) is
Tuesday 13th March 2012.**

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