

MINIATURE →
AERO SPORTS
NEW SOUTH WALES INC.



120" span deHavilland Beaver, 3W 56 twin for power, 21kg, Spectrum Radio

Tim Nolan (ROW)



Contents

Diary Notes	3
Contacts	3
From the Editor.....	4
Right of Reply - RCM Magazine.....	4
March 2012 Business Meeting Minutes	8
MASNSW 2012-2013 Events Calendar.....	23
MAAA Newsletter NO. 01/2012.....	26
CIAM Flyer No. 1-2012.....	30
Vale Harold Stevenson.....	32
Scale Matters	34
Popham Fly in	34
Buying Used Equipment.....	35
Upcoming Events	37
Aerobatics at Queanbeyan	37
GDAA Open Handicap Glider Competition	38
Parkes MAC Fun Fly	39
NSW Pylon Racing - Wollongong	40
Twin Cities Model Aero Club 5 th Annual Autumn Scale Rally	41
COMSOA Scale Fun Fly.....	42
WPMAC General Flying & Fun Day	43
Sydney Aviation Model Show Expressions of Interest.....	44
For Sale	45

Diary Notes

Next MASNSW Meeting: Friday 13th April 2012 at 8:00pm.
Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Following MASNSW Meeting: Friday 11th May 2012.
Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Newsletter #345 (May 2012) deadline for submissions:
Tuesday 17th April 2012.

Contacts

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

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

From the Editor

Not much from me this month. I received a note from Peter Eaton down Bega way which I'll share re last month's story about the "Crooked Caribou" by Basil Healy.

Morning Rob,

Further to the article by Basil Healy, regarding the repair of a RAAF Caribou. I served with 38 Sqn in 1968, when this aircraft was received back at Richmond after the De Havilland repair. The serial number was A4-210.

Apparently, repairs were carried out in Vietnam, but the aircraft was difficult to control as it 'flew crooked', which was probably the reason for Basils' boss, to tell him to 'put it back together straight'.

This aircraft is one of two which has been given to HARS at Illawarra Airport, and is in the process of being serviced for flying duties with HARS. The other aircraft is A4-234, another Vietnam Veteran.

Regards

Peter Eaton - Bega District Model Club

MOP019 is still very much on topic and again takes up a large proportion of this issue. Most will be aware of the recent RCM News article "MOP amendment duds rural communities". MAAA has now released its "Right of Reply", which is expected to be published in the next issue of that magazine. As it will be quite some time before that hits the streets, MAS NSW has forwarded it to the Secretaries of all member clubs for dissemination and it is published in full on the following pages.

I have received a lot of stuff from some of my regular contributors that I just haven't been able to find room for in this edition so my apologies to them. They're loaded and cocked ready for the next few editions. Not to say I don't need more – perhaps some of you are wondering why we keep seeing the same names. There's one way to fix that..... (please regulars, don't take that the wrong way – there's always room).

Well that's me for now; as always,

Happy flying – Rob M

Right of Reply – RCM Magazine

Presidents and Secretaries,

As previously advised on 30 January, an article was to be published by the Editor in the next edition of RCM Magazine regarding MOP019. This edition is now available on the news stands. MAAA was not given the right of reply in this edition of the magazine but was offered space in the next, which will appear in approximately one month.

A Right of Reply was produced (attached) by MAAA and a legal firm acting on our behalf. This document will be available on the MAAA website later today and it would be appreciated if it could be distributed to your clubs and members as quickly as possible to provide a balanced reply to the published article.

Regards

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

Safety distances are everyone's responsibility.



MAAA responds to claims MOP 'duds rural communities'

The MAAA thanks the Editor of Radio Control Model News for the opportunity to respond to the article 'MOP amendment duds rural communities', published in the March-April edition of Radio Control Model News magazine (RCMN Article), albeit two months later. The MAAA is concerned that the Editor, by publishing a one sided assessment in a widely read bi-monthly model magazine, has provided the public, as well as MAAA members, with a subjective view which has the potential to complicate and confuse the situation.

The MAAA certainly does not fear debate associated with its activities but is keen to ensure a balanced presentation of the facts. In the RCMN article, the Editor referred to an MAAA 'Education Document' but neglected to include the reasons for the changes to MOP019 contained in it. These reasons have been widely circulated to MAAA State Associations and through them to clubs and members and they will be reiterated in this response.

The MAAA agrees that Displays are magnificent opportunities for both model aviation and the community. Over the years the holding of Displays of all types has provided great benefits including: raising funds, whether for charity or otherwise, enjoyment for the participants, model aviation shown as a spectacle, or inspiring the next generation of model fliers. The MAAA, State Associations, clubs and members totally support these activities. However, it is obviously important for Displays to be conducted in a safe and professional manner.

It is disappointing, but illustrates the lack of balance, that the RCMN article did not acknowledge the role of the Civil Aviation Safety Authority (CASA) in the regulation of model aviation. Additionally, the MAAA is concerned about the reference to a draft letter from CASA devolving all responsibility to the MAAA. The MAAA is not aware of any such letter being issued and does not believe this is CASA policy – we query whether CASA was quoted out of context?

CASA is the Federal Government Regulator for civil aviation, including model aviation. The Civil Aviation Regulations (CASA CASR) 1998 PART 101 are Federal legislation. They apply throughout Australia including to the MAAA and strict liability penalties can be applied by CASA for failure to comply with their Regulations.

CASA Regulations Part G 101.140 covers public flying displays. The safety standards required by CASA are:

(c) he or she [the director of a display] ensures that: (i) having regard to the events making up the display, proper precautions are taken for the safety of the participants and spectators; and (ii) the operators participating in the display are competent to carry out each proposed manoeuvre safely.

One of the drivers for change to the MOP was MAAA's concern that the reference in the previous version of the MOP to 'Gold Wings' was being incorrectly interpreted by some as being the only mandatory requirement for pilot competence.

The Gold Wings standard cannot, by itself, ensure the Part 101 Regulations are met because:

- o it is not subject to reassessment over time
- o it can be achieved with most trainer style aircraft of modest size, speed and capability
- o it gives no indication of a pilot's ability to safely fly a faster, larger, more sensitive or less stable aircraft that may be under his command at the Display

- it gives no indication of a pilot's capability to fly with the added stress of what could be, but not necessarily, a large audience.

MOP019 'Displays' includes the requirements of Part 101 put into the context of MAAA operations. Within MOP019 the MAAA must incorporate the CASA standards, including the responsibilities of the Display Director. The MOP uses similar terminology including the word 'ensure'.

The previous MOP did not say that Gold Wings standard was all that was needed to ensure pilot competency. In Clause 7.9 it was clearly stated 'Gold Wings' was a minimum standard. The additional requirement was in Clause 7.10. If taken literally this was very tough to comply with. It required pilots to be able to fly to the maximum capability of the aircraft, not just flying safely within their own capabilities.

In the current version of MOP019 the flying standard is completely set out in Clause 7.9. Clause 7.10 was changed to reflect that standard and continues to provide guidance to the Display Director. Clause 7.9 uses 'ensure', as did the previous version and the complete document was drafted to better reflect the CASA Regulations. It includes clear guidance on how to assess 'safely' and 'competent' which are the Part 101 words. 'Without loss of control or orientation' is already used as the MAAA standard in MOP015 for Permits to Fly. The context of Clause 7.9 is one of capability and competence as the MAAA has emphasised many times in writing.

In the RCMN article, the author quotes three experienced display directors who do not like the change. The MAAA can quote many more who agree with the changes and say that they make it easier to discharge their responsibilities. The MAAA firmly maintains that any Display Director who competently assessed pilots under the previous MOP would, under the new MOP, be able to continue to assess pilots using the same process. They now also have additional flexibility.

Some people have suggested that use of the word 'ensure' effectively means that Display Directors must 'guarantee' that operators participating in the Display will carry out each proposed manoeuvre safely 'at all times'. On this basis, it has been suggested that MOP019 cannot be complied with. However, if this was the case then it would be equally true to say that CASA's Part 101 could not be complied with. In the MAAA's view this is clearly not the case.

On the basis of many discussions with CASA, the MAAA believed that CASA's intention (and the effect of the words in Part 101) was that the Display Director takes reasonable steps to 'ensure' that operators are competent to perform the manoeuvres. However, when a Display organiser claimed to have advice that the words 'guarantee' and 'at all times' were implicit in the new MOP, the MAAA sought formal CASA advice. Christmas held this up but confirmatory verbal advice was sent to State Organisations in mid January. The MAAA still had to be cautious until it had definitive written confirmation and received this advice on CASA's position in early February:

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.

Applying this advice, MOP019 has never placed any impossible conditions on Display Directors and is considered a reasonable standard to promote safety.

The RCMN article says there is a worry about linking insurance with compliance with MAAA MOPs. Yes of course there is a link. The insurer has to have a basis to assess the risk they are accepting and the insurer has determined that compliance with MAAA MOPs is a requirement for insurance cover. One of the main exclusions applicable in the MAAA policy and relevant to the MAAA MOPs is:

This Policy does not apply to or include legal liability;

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.

Note that it says *deliberate, conscious or intentional disregard*. This wording seems reasonable to the MAAA.

The MAAA is disappointed with the way this has been debated as it believes the RCMN article does not reflect a fair and balanced assessment of the wording in the current MOP019. Whilst the MAAA will review it at the May Council Conference, to make sure it is as clear as possible, there is no evidence that there is anything significantly wrong with the current MOP. Any policy, procedure or opinion can be challenged but the MAAA is confident that the current wording is reasonable and accurately reflects the standards expected by CASA under Part 101.

Miniature Aero Sports NSW Inc

Business Meeting
Workers Parramatta
9th March 2011

Meeting Opened: 8.05pm

Attendance: D Lewis MMASFC, R Masters WPMAC, M Stone HSL, S Norrie NSWASAS,
B Bishop CMAC, G Atkinson WRCS, T Nolan ROW

Visitors: C Simpson, WRCS

Apologies: B Thrift CVRCCM, B Carpenter HMAS, D De Vries, M Close SRCS, E Ashley CVRCCM,
B Baldwin CMAC

Minutes: Motion that the minutes of the meetings held on the 10 February 2012, as
distributed by email and in the Newsletter 343 be accepted as a true and accurate
record of that Meeting.

Moved: WRCS **Seconded:** NSWASAS **Carried**

Business Arising: nil

Correspondence: (N.B. Items of correspondence with one * are for information, items with two **
require a decision.)

Correspondence In From MAAA

- M 1.1 MAAA President confirmed definition of the term "Ensure" re MOP019
- M 1.2 MAAA Executive Minutes, from January 2012
- M 1.3 CIAM Flyer 6/2011
- M 1.4 Request for information for MAAA Lawyers re Peter Coles threats.
- M 1.5 Nominations for MAAA Vice President
- M 1.6 MOP065 postal vote results
- M 1.8 MAAA Newsletter 1/2012
- M 1.9 CIAM Flyer 01/12

From other than MAAA :

- C 2.1 L Trimmer, Eurobodalla Model Aero Club, Insurance enquiry
- ** C 2.2 A Lowe, NSW Thermal Glider Championships, being hosted by Sunraysia Aeromodellers,
Mildura, Vic C 2.3 Chris Staats, Model Display Bankstown Airport 13th May, assistance
sought
- * C 2.4 Peter Coles, registered Post 9am 13.2.12, application for Luskintyre 2012
- * C 2.5 Peter Coles, revised pilots notes

- C 2.6 John Lamont, enquiry re Museum Curator – advised MAAA Secretary has the role
- C 2.7 John Rolfe, supplemental material for Nationals Scale events
- * C 2.8 Peter Coles, communication re Luskintyre, and attempts to force MAAA Insurance coverage.
- ** C 2.9 Rick Harris, Phoenix Model Club, registration of flying field at Jindabyne
- C 2.10 Nick Lucas Gosford CAC, enquiry re new flying site
- ** C 2.11 Peter Coles MAAA Insurance, MAAA and MAS NSW Executive responsible.
- ** C 2.12 Peter Coles, Unconscionable behaviour of Tim Nolan
- * C 2.13 Phillip Thichtener, Muswellbrook (MDMAS), questions re MOP019
- C 2.14 John Windred, Grafton Model Aircraft Club:
 - Field Location
 - Bryan Felton, nomination for Instructors Course
- C 2.15 Chris Caulcutt, VMAA, Public Flying Display at Wagga 27-29 April
- C 2.16 Directors, Blacktown Workers, Confirmation of room hire at Parramatta
- C 2.17 Ray Wilson, Hasting Radio Modellers Club, enquiry re funding availability
- C 2.18 Alistair Heathcote, 2011 State Scale Championships
- C 2.19 Bob Pearce, Forster Tuncurry Model Aero Club, enquiry re: RCSpeedo
- ** C 2.21 Michael Leys, request for assistance re CASA fees.

- C 2.22 Received completed Large Model Permits to fly forms from the following:
 - P Van de Waterbeemd Bega, D Farman SSSFA, R Shoebridge ROW, P Giles Jetflyers,
 - D Brown Lithgow, M Hage Hastings, J Owen CMAC, N Frazer CMAC, D Blood CMAC,
 - P Dabrowski MACSPORT, D Murray CVRCMC, B Barden Blacktown, Craig Dyer Blacktown
 - A Williams COMSOA, P Gaunt COMSOA, S Brackley COMSOA, K Hilton COMSOA,
 - C Pellatt SRCS, R Alder Wyong River

- C 2.23 Received Cancelled Large Model Permits to fly forms from the following:
 - D Brown

- C 2.24 Received Completed Turbine Powered Model Permits to fly forms from the following:

- C 2.24 Received Cancelled Turbine Powered Model Permits to fly forms from the following:
 - None Received.

- C 2.25 Newsletters Received:
 - Bega District Model Club

Correspondence Out:

To MAAA:

- M 3.1 Postal vote for MOP065 SGMA Policy
- M 3.2 Notification of Conference Agenda item re MOP019
- M 3.3 Advice on Ensure and MOP019
- M 3.4 MAS NSW Nationals Reports
- M 3.5 Sub Committee nominations
- M 3.6 MAS NSW report for Conference
- M 3.7 MAS NSW State Field report
- M 3.8 All MAAA Executive/Council, advice on MAS NSW response to Peter Coles threats (C 2.11)
- M 3.9 Enquiry re RCSPEEDO for advice from MAAA Radio Technical Sub Committee
- M 3.10 MAS NSW President to All MAAA Council members re MOP019 & Luskintyre

To other than MAAA:

- C 3.1 Peter Coles, response from the February meeting re MOP019
- C 3.2 All Clubs advice from MAAA on Ensure and MOP019
- C 3.3 All Clubs Minutes from the MAS NSW Feb meeting.
- C 3.4 Peter Coles advising Luskintyre not sanctioned by MAS NSW
- C 3.5 Nick Lucas, GCAC details of new flying site
- C 3.6 All Clubs, advice Luskintyre not sanctioned by MAAA, no MAAA Insurance

Business Arising from Correspondence:

- C 2.21 Application to assist with the cost of registration of the flying field with CASA. Discussed by the meeting and the following motion proposed "That MAS NSW pay the CASA Approval fee of \$240 on the provision that the lake Cargelligo Club remain affiliated with MAS NSW."

Moved: WRCS Seconded: HSL Carried

- C 2.2 NSW Thermal Glider championships, after discussion with the Glider Sub Committee is was agreed to allow the Sunraysia Aeromodellers to host the 2012 NSW State Thermal Championships. This is provisional on there being at least 10 competitors from NSW and there must be at least 6 rounds of competition flown. Secretary to advise Sunraysia Aeromodellers of the proposal.

C 2.4, C 2.5 and C 2.8 Peter Coles, Luskintyre 2012

The Chairman restated to the meeting that MAS NSW strongly supports the use of Public Flying displays to support charitable causes and is a valuable opportunity to showcase our support for the sport. However, safety must always remain a paramount concern, not matter how noble the cause.

He then updated the meeting of events involving Luskintyre 2012 since the 10 February 2012 meeting:

Monday 13th February. Application received by Registered Post for Public Display at Luskintyre in April 2012. This application was postmarked Friday 10.2.12 at 3.10pm from Forster Shopping Village Post Office

Tuesday 14th February. Email received from the organisers changing the conditions of assessing pilot competency following advice from CASA.

Friday 17 February. Receipt of Registered Post containing original copy of the email of 14 February.

Saturday 18th February. 3.00pm MAS NSW Executive meets to formally discuss the application, and all correspondence surrounding this event. Executive identify the application as incomplete and deficient in several areas.

- Decision to invite the organiser to meet and provide further information and further forms as required by MOP 019.
- Decision to support, if possible, the organisers to ensure that Luskintyre goes ahead.

Saturday 18th February. 5.40pm Email received from the organisers advising that they had alternate insurance and that discussions direct with CASA are well underway.

Sunday 19th February. Executive reviews offer of support and resolved that due to the same application being made through CASA and MAS NSW and that arrangements have been made for insurance that is “demonstrably better than MAAA”; that in an effort to allow the organisers to carry out their plans, that MAS NSW would advise the organisers that we would not be continuing with their application.

The reasons surrounding MAS NSW not sanctioning the event are based on careful review of all of the correspondence by the organisers, including but not limited to MAS, MAAA, CASA, Willis Insurance Brokers. The Executive also reviewed the limited material and the general standard of the material supplied with the application. The MAAA President and MAAA Secretary have also been consulted during this entire process. The decision not to sanction the event by the Executive of MAS NSW was unanimous.

Monday 20th February. Organisers advised by email of the MAS NSW decision:

“Peter, I acknowledge receipt of your email on Saturday 18th February at 5.40pm that presents the latest developments in the planning for Luskintyre.

We are delighted to hear you have your insurances sorted and that all is in place for Luskintyre to be yet another great flying event.

Well done for your perseverance in gaining superior insurance arrangements for your event and your arrangements with CASA will no doubt ensure you run a safe and compliant event.

We at MAS NSW do not wish to duplicate your efforts with CASA and possibly cause confusion so we take this opportunity to advise that we will not be taking your application any further.

We wish you all the best in this important event for you and Rotary.

Kind regards

Bob Carpenter

President MAS NSW Inc.

President@MASNSW.org



Thursday 23th February. No acknowledgement from the organisers.

The following information was sent to all Clubs via email on Thursday evening.

“The MAS NSW Executive would like to bring to the attention of all members that the Luskintyre event will be conducted directly by the organisers and it is not sanctioned by MAS NSW and therefore by MAAA.

Accordingly, there will be no MAAA Insurance for any participants in the Luskintyre 2012 event.”

The Chairman stated to the meeting that MAS NSW had offered to take responsibility for the running of the Display under MOP019 but the Organiser chose to reject these offers. The Executive have been very concerned over the attempts by the organiser to force this Executive to sanction the event to “ensure that MAAA Insurance applies” when the applicant still refused to sign a Display Directors form taking responsibility for the event. His other communications suggesting that there is collusion between MAAA and CASA to rewrite Commonwealth Regulations have left the Executive no alternative but to question the organisers' comprehension of the CASA Regulations and of the responsibilities of a Display Director.

C 2.11 Peter Coles and MAAA Insurance to Participants of Luskintyre 2012.

The Chairman then read and circulated the following email from Peter Coles to the meeting:

*Bob Carpenter
President MAS NSW*

and all other members of the executive of MAS NSW

*Mike Close
President of MAAA
And all other members of the Executive of the MAAA*

*23.02.2012
Denial of MAAA Insurance to participants of Luskintyre – 2012.*

Dear Bob and Mike

Bob, I am in receipt of your email of 20th February advising “ we will not be taking your application any further” related to our APPLICATION FOR A PERMIT TO CONDUCT A DISPLAY for Luskintyre – 2012 submitted to the MAAA on the 6th February 2012.

- *The reasons you stated for this action are:*
 - o *Duplication of CASA involvement*
 - o *Duplication of insurance.*

The reason for the application TO THE MAAA is to receive A PERMIT TO CONDUCT A DISPLAY which has the following flow on effect:

- *It indicated the MAAA’s official sanctioning for the event and that it complies with all regulations and MOP’s detailed by MAAA.*
- *It activates MAAA members insurance, paid for BY MEMBERSHIP OF THE MAAA, covering its members attending Luskintyre - 2012.*

Application to CASA to conduct Luskintyre – 2012, does, as you know, require the submission of detailed forms far in excess of the requirement of the MAAA’s APPLICATION FOR A PERMIT TO CONDUCT A DISPLAY, along with many other supporting documents. In fact the MAAA application only represents approximately forty five to fifty percent of CASA’s requirement, and mirrors CASA’s forms to a great extent.

In previous correspondence I provided a copy of CASA’s comments related to their support of the event which also contained the comment that our application also complied with all MAAA MOP’s.

The following is a summary of the situation as it stands at the time of writing:

- *CASA:*
 - o *The Luskintyre application is progressing with their assistance.*
 - o *The Luskintyre application complies with all MAAA MOP’s.*

- MAAA / MASNSW
 - o An APPLICATION FOR A PERMIT TO CONDUCT A DISPLAY for Luskintyre – 2012 was submitted to the MAAA in November 2011.
 - o MASNSW requested a modification to maximum height ceiling which was submitted.
 - o Discussions with the MAS NSW Secretary in early December affirmed that MASNSW were satisfied that the application was in order.
 - o Due to not receiving a satisfactory explanation of the wording of MOP019 from the MAAA and as it was perceived illegal and impossible to comply with, Luskintyre 2012 was cancelled.
 - o The matter of the wording of MOP019 was clarified and an APPLICATION FOR A PERMIT TO CONDUCT A DISPLAY for Luskintyre – 2012 submitted to the MAAA on the 6th February 2012.
 - o Resident in the Permit is the activation of each participant in Luskintyre – 2012 MAAA insurance.
 - o In your email of 20th February you indicate that “we will not be taking your application any further”.
 - o By “not taking your application any further” you are indicating that the application is rejected.

o By “not taking the application any further”/rejecting the application, you are denying participants insurance resident in membership of the MAAA.

As **you are denying participants insurance resident in membership of the MAAA**, I (MAAA membership Number AUS640390) and all other participants of Luskintyre – 2012 hold you and all other members of the executive of MAS NSW, and Mike Close and all other members of the executive of the MAAA, DIRECTLY RESPONSIBLE FOR ANY CLAIMS ARISING FROM ANY MISHAP, ACCIDENT OF FACILITY WHAT SO EVER, ARISING FROM OR DURING THE RUNNING OF LUSKINTYRE – 2012

Yours faithfully

Peter F Coles
Organizer of Luskintyre 2012
MAAA Member No, AUS 64039

In consultation with the MAAA President and Secretary we have been advised they have briefed Legal Counsel in relation to the threats and contents contained in this email and have responded directly to Peter Coles.

The meeting reviewed the contents of the email, and a number of factual errors were identified and spoken about. The meeting was very concerned at the threats to the Executive of MAS NSW and MAAA.

It was resolved by the meeting to respond to Peter Coles in relation to the factual errors in his email and the threats to the Executive of MAS NSW. The meeting then provided very clear guidance as to the tone and wording for inclusion in this response.

The Executive is aware of an email from Peter Coles to an unknown number of addressees sent out on Sunday 26 February 2012 at about 4.50pm requesting...

“PLEASE EMAIL MIKE CLOSE AND BOB CARPENTER DEMANDING INSURANCE COVER UNDER YOUR MEMBERSHIP OF THE MAAA.”

To date the President has only received one email concerning this matter from a person who is not a member of MAS NSW, and enquiries from MAAA indicate they have received no correspondence in relation to this matter.

C2.12 From Peter Coles re: Unconscionable behaviour of Tim Nolan

The Chairman then read the contents of another email from Peter Coles sent to the President and Vice President / Secretary.

*Tim Nolan
Vice President/secretary*

MAS NSW.

14.02.2012

Tim

You should be aware, I have received advice of your undermining communications with regard to Luskintyre 2012 to registered attendees of Luskintyre –2012.

Such bad mouthing of Luskintyre – 2012 by a member of the executive of the MAAA/MAS NSW is unconscionable.

I have received advice also that you said Luskintyre 2012 would be a disaster. Please advise by return what you meant by that statement and what steps, if any, you have put into place in support of your statement.

In addition, I have received advice that you have said there is no insurance. What do you base that statement upon?

I have received advice that you said Luskintyre – 2012 does not have the support of MAS NSW. Does this mean you will prevent the issuing of a permit, and by there doing, deny MAAA insurance to MAAA member attendees, an insurance they have already paid for? And does the denial have an association with paragraph three above?

You should be aware of the following.

- *The single reason we are running Luskintyre – 2012 is to raise money to help two unfortunate precious children in PNG.*
- *For this reason, understand, your attempts to submarine Luskintyre –2012 with these phone calls, will meet with even greater resolve of everyone associated with Luskintyre 2012.*

I would make the two following comments:

- *It is incredible that a man aspiring to the presidency of MAS NSW should act in such despicable manner, particularly as one would think you would be more interested in raising awareness of Model Aeroplane activity in the state of New South Wales, **not destroying it!***
- *Your behaviour brings into doubt your suitability for the position of President of MAS NSW.*

I would suggest that as the grape vine is very strong, you cease this self destructive activity immediately.

Please reply by return.

*Peter Coles
Organizer Luskintyre – 2012
CC Bob Carpenter.*

On Wed, Feb 29, 2012 at 3:37 PM, Tim Nolan <timnolan11@optusnet.com.au> wrote:
Noted, recorded as inwards correspondence

Tim Nolan
Secretary

Peter Coles Responded by Email

From: Peter Coles <>
Date: Wed, 29 Feb 2012 15:50:59 +1100
To: Tim Nolan <timnolan11@optusnet.com.au>
Cc: Robert Carpenter <robcarp@bigpond.com>
Subject: Re: Unconsciable behavior of Tim Nolan

*Tim Nolan
Vice President/Secretary MAS NSW*

Hello Tim

Thank you for your email of Feb 29, 2012 at 3.37PM.

Please answer the third paragraph in my email to you and Bob Carpenter of Feb 24, 2012 at 2.21PM.: specifically:

'I have received advice also that you said Luskintyre 2012 would be a disaster. Please advise by return what you meant by that statement and what steps, if any, you have put into place in support of your statement.'

I look forward to your reply by return.

My regards

*Peter Coles
Organizer Luskintyre 2012.*

Tim Nolan then addressed the meeting and made the following statements:

"In response to an email from Peter Coles (advising that two people from Tasmania were coming) I spoke with my friend Ken Lawson from Tasmania on the evening Sunday 13 February and advised him that at this stage the Display was not sanctioned and accordingly there would be no MAAA Insurance. Further that the Executive of MAS NSW were currently reviewing the application and had a number of

concerns with the application. I advised him (Ken Lawson) that he should contact the Organisers concerning the Insurance cover being proposed. These comments were not made on behalf of the Executive of MAS NSW.

I deny having given any indication that “Luskintyre would be a disaster”. It is my belief that the use of public Displays to promote model aviation and charitable causes should be, and will be fully supported. However, no matter how noble the cause, if there are legitimate concerns over safety and the conduct of the Display the Executive have a mandated responsibility for the safety of our members and the public. Neither the Executive nor I will be intimidated, forced or coerced into signing any application or document that I do not believe to be true and correct and made in good faith. The Executive have on this occasion after much discussion, consultation and deliberation chosen not to sanction the event for the reasons that have been outlined in the numerous items of correspondence.

Mr Col Simpson (WRCS) from the floor asked that the following comments be entered into the minutes:

In regards to Tim Nolan’s presence at the WRCS monthly meeting on the 14/2/2012, he was invited to attend by the Committee in anticipation of any Luskintyre questions.

At no time did Mr Nolan volunteer any information regarding the Luskintyre event. In response to a direct question from the floor of that meeting the response was given: “That at that time MAS NSW had not sanctioned the event and until it was sanctioned there would be no MAAA Insurance.”

There was very brief discussion of the proposed Rotary Insurance cover in which Mr Nolan made no comment.

When asked by a committee member after the meeting he (Tim Nolan) indicated that another application had been received and would be considered by the MAS NSW Executive.

After discussion of item 2.12 from Peter Coles the meeting directed the Secretary to respond appropriately.

Moved: MMAS **Seconded:** CMAC **Carried**

C 2.3 Request for assistance with Static Display at the open day Bankstown Airport in May, Flyer received and will be published in the next Newsletter.

Moved: WPMAC **Seconded:** WRCS **Carried**

Reports:Treasurer: Bob Bishop

Business Arising from the Treasurers Report: NIL

Moved: HSL Secoded: WRCS Carried

Reports:

President Bob Carpenter

It appears that this summer and the big wet are continuing and in Sydney rain is forecast almost every day for the next month. With flooding throughout the state there will be a long term effect on our fields. Many of the events that have been planned have had to be cancelled. The continuing situation and the long term effects with field access has caused MAS to be proactive and cancel the Fun Fly and Car Boot Sale that was to be held on the 24th March at RAAFMAC. We would require quite a few weeks of dry weather to provide for normal access. We want to fly aircraft not remove bogged cars and trailers.

I believe that all clubs should look at the events they have planned and be conservative in your decisions. By postponing or cancelling events with plenty of notice you will allow those who have made travel and accommodation arrangements to cancel without penalty. The ground is taking quite a bit longer to recover and allow preparation and mowing of fields because of the water that has soaked through.

The cancellations over the last couple of weeks have been notified to our members by a banner on the MAS NSW website. If you are considering cancelling or postponing please let Tim Nolan, Dave Lewis or Rob Masters know as early as possible to allow the website to be updated.

You will be reading this report in early April and our AGM and elections will be held on the 11th May. This is your opportunity to nominate for any position on the Executive of MAS and also attend the meeting to see how we decide your fees for the upcoming year; together with the reports of what has happened. Nominations need to be:

- (a) All such nominations shall be in writing signed by the proposer and seconder who shall be from an affiliated Club and shall be signed by the Candidate to indicate his willingness to act in such position.
- (b) All such nominations shall be in the hands of the Honorary Secretary not later than 14 days before the date of the Annual Management Committee Meeting.

Registrar/Ass Secretary Dave Lewis

Current Year		New to System	Last Year
Seniors	2235	233	160
Pensioners			481
Juniors	110	41	103
No. of Clubs	94		97
Total Membership	2345	271	2247

Newsletter Editor Robert Masters

Apologies to those who received the newsletter by email twice. I'm trying a new program which I'm hoping will go some way towards automating what is currently quite a time consuming process.

Unfortunately it seems that when I tried using it for the first time last Saturday a lot of the ISPs decided that the email looked like spam and rejected it. I had no choice but to resend manually through Outlook as normal.

There are a few tweaks I can do and will try again next month so please bear with me.

Other than that, as always I'm on the lookout for anything that may be of interest to readers so please, if you can help it would be most appreciated.

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

CASA have finally issued approval for the Lake Cargelligo Club to commence flying operation on the local runway. This has been a very lengthy process and goes back to when Bob Davidson was in this role.

All clubs are reminded that for members who are going direct to CASA for approval of a public flying display to activate their MAAA Insurance the event must be sanctioned by MAS NSW as outlined in MAAA MOP019. If you have any questions or require assistance then please contact me.

Chief Flying Instructor Bob Carpenter

Planning for our next instructor's course at Hawkesbury on the weekend of the 5/6th May has commenced. The course will follow our normal structure of being an Instructors course and workshop. The nominations are coming in and I 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.

I have been invited to present an Instructors Course in Townsville this weekend (10-11 March) for MAAQ. Their Chief Instructor has resigned and we were approached to assist as the Course had already been planned. This will be a great opportunity to show the new course structure in a different state.

State Flying Field Secretary Steve Norrie

- The three runways have been top dressed and rolled, many thanks to Cootamundra Council.
- The ASAA used the field after the runway works and were impressed with the improvements so far.
- I have spoken with John Manwaring re the road works, he advises that he will be finishing when the rains go away.
- As a result of rain (of the unrelenting variety) the Glider weekend had to be cancelled, sorry Tim.
- The field is unavailable for use until it dries out a bit.

Other Reports:

2012 Helicopter Sub Committee Report

A major effort has been put in to produce a Helicopter Instructor Manual which is now available on the MAAA website. Development of Student lesson plans, including Helicopters, is well under way.

The new Bronze and Gold Wings tests were reviewed after significant feedback. At the SFI conference in Brisbane small adjustments were proposed and subsequently accepted to bring the relative standards more in line with Fixed Wing and Glider Wings.

The number of helicopters continues to grow. With ongoing developments in all areas of equipment, particularly the quality and performance of LiPo batteries and electrics, the level of performance currently available is very impressive. The price of equipment continues to fall making the hobby more affordable. There is also an increasing number of RTF and BNF models in the lower end making entry into the hobby easier than ever before.

I am hoping to see this translate into more Australian pilots achieving the standards required to compete on the international stage.

I am also pleased to see that the Nationals this year will include helicopter events although I note F3N (the 3D section) is not included.

There is an increasing market for helicopters and a large percentage of these appear to be flying outside the umbrella of the MAAA. This is a point we should address.

George Atkinson
Chairman, Helicopter Sub Committee
Heli Heatwave - Wagga Wagga
24-26 February, 2012

I attended the 2012 Heli Heatwave event at the Wagga Aero Club on Saturday 25 and Sunday 26th February 2012. The whole event was well organised and I was very impressed with the superb layout of the field with clearly marked pit, pilot and spectator areas.

The pilots briefing was clear and specific about just what was acceptable and what was not. The pilots clearly enjoyed the event , flying frequently.

In discussion with the Display Director he stated that he felt the revised MOP019 gave him greater clarity about managing the event and greater confidence to ensure safe flying.

George Atkinson
Chairman, Helicopter Sub Committee

Motion to accept Reports as received

Moved: HSL **Seconded:** WRCS **Carried**

Awards:

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

Peter Durkin	Lithgow	71222
Ian Baker	Port Macquarie	74015
James Riley	CMAC	73885
Tony Palmer	CMAC	73886
Michael Brown-Sarre	Shoalhaven	73852
Alex McManus	CCMAC	74020

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

Bruce Oliver	Port Macquarie	71460
Ray Wilson	Port Macquarie	61857
Michael Hage	Lake Cathie	67430
Paul Hinton	Archville Eagles	67008
Darren Critchley	Hornsby Electric	73768
Pablo Aguilar	Port Macquarie	40236

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:

Harry Polis	WRCS	57662
-------------	------	-------

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

No applications received

Applications received for approval of MAAA Helicopter Instructors

No applications received

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

No applications received

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

No applications received

Applications received and approved for MAAA Glider Instructors:

No applications received

Moved: SAS NSW **Seconded:** WRCS **Carried**

MAAA Inspector Approvals:

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:

APPIN SAC	Glider	Appin	Jan 2012
SAM1788	Old Timer	Orange	Feb 2012
NSWSAS	Scale	Camden	Feb 2012
Shoalhaven MAC	Aerobatics	Nowra	Feb 2012

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

Motion to accept these awards.

Moved: NSW SAS **Seconded:** WRCS **Carried**

General Business:

The first item of General Business is:

The next Business Meeting of MASNSW will be held at the Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta on the 13 April 2012. The meeting to commence at 8.00pm, (2000hrs), All Members, Observers, and Visitors are welcome.

WRCS seeking support from MAS NSW regarding the registration of their Belrose field with CASA. Registrar will supply supporting information, recommended that WRCS Committee contact the MAS NSW CASA Liaison officer in regards to the information required for the application.

There being no further business before the meeting, the meeting was declared closed at: 10.15pm



MASNSW 2012–2013 Events

Calendar

(Compiled 17/3/2012)

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

April 2012

* 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
28-29	Veterans Gathering	Musswellbrook	Simon Bishop	0429 453 286

May 2012

5-6	MASNSW Instructors Course	TBA	Rob Carpenter	02 4577 6612
* 5-6	Open Glider Handicap Event	Gunnedah	Paul Hartley	0438 421 926
6	Sportsman Pylon Racing	Illawarra	Jeremy Randle	0418 390 446
6	Fun Fly and Swap Meet	Parke	Rick Twardy	0400 461 611
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
17-18	TARMAC Scale Rally	Tamworth	Richard Exler	0438 314 882
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	

EXPRESSION OF THANKS



APPIN SPORT AEROMODELLER'S CLUB

The Appin Sport Aeromodellers club wishes to express its thanks and gratitude for all those who recently attended its March Electric Fun Fly/Boot Sale day, considering the weather leading up to the event, it was many a brave soul that ventured to our neck of the woods.

The funds raised on the day will go a long way to ensuring our future, we also wish to extend an open invitation to all MAAA members and aspiring modellers to drop in and enjoy our facilities in the future.

The Committee
Appin Sport Aeromodellers Club

**MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.**

Newsletter
NO. 01/2012

President: Mike Close, PO Box 146, West Pennant Hills NSW 2125
Telephone: 02 9872 6469 Fax: 02 9871 0408

Vice President: Paul Winter 25 Jasmine Drive Mill Park VIC 3082
Telephone: 03 9436 0717

Secretary: Kevin Dodd, 16 Illidge Rd Victoria Point QLD 4165
Telephone: 07 3207 9067 Fax: 07 3207 8175

Treasurer: Brian Dowie, PO Box 5137 Cheltenham East VIC 3192

Comp. Rules Secretary: Ross Cant, PO Box 670 Mount Lawley WA 6929
Telephone 0404 634 366

MAAA Internet: www.maaa.asn.au

Manual of Procedures

The Manual of Procedures is a “live” document and is continually being updated. Please check the MAAA web site from time to time to ensure that you are aware of the latest editions of the documents. The MAAA has recently released the following new and amended document in the Manual of Procedures:

MOP058 2.4GHz Equipment. Acceptance of the OrangeRX by Hextronik compatible receivers. A note was added in limitations to say 'See 3.8 and see guidance but note that the 6 channel version is considered 'reduced range' even if fitted with satellite receivers'.

MAAA Helicopter Instructor Manual

A recent addition to the MAAA website www.maaa.asn.au is the MAAA Helicopter Instructor Manual. This manual is in electronic format only.

Australian Model Aircraft Flying Display Requirements

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

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

To clarify this situation the MAAA, with support and assistance from CASA, released two documents to the State Associations to be distributed to all Clubs and Members. Both these documents titled: Australian Model Aircraft Flying Display Requirements and MOP019 and 'Ensure' can be found on the front page of the MAAA website at www.maaa.asn.au Other documents may become available since this Newsletter was written.

Outcomes from Reported Incidents

The latest Incident Reports have indicated several different areas where members need to be vigilant. The equipment container door at one Club would not close to lock. While a member was adjusting the lock, another member closed the container door, catching the member's finger in the door resulting in the top of a finger being removed.

This incident highlights the need for a risk assessment to be carried out on club equipment and facilities. If found not to be operating satisfactorily or in an unsafe condition then the repairs should be made straight away before one of the members is injured resulting in a possible insurance claim.

In another incident the club was in the process of renovating the club facilities including the walkways. A visitor suffered minor injuries when he tripped on one of these walkways. This incident identified the specific risk to the Club and prompted immediate work in this area. The club is to be congratulated on their immediate response.

65th MAAA Nationals

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

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

Frequently Asked Questions

The Frequently Asked Questions page on the MAAA website www.maaa.asn.au is now broken up into three sections, one for general questions the second relating to questions and answers regarding 2.4GHz equipment and the third dealing with Insurance. The intention of the FAQ page is to provide members and prospective members with easy access to typical, everyday information, which may or may not be contained within the MOPs. A recent addition to the FAQ is 'I am concerned that if my club promotes a flying event in any way this may bring it under the Display Procedure in MOP019'? The answer can be found on the FAQ page at www.maaa.asn.au

2012 MAAA Council Conference

The 2012 Council Conference will be held on Saturday & Sunday, 19 - 20 May 2012 at the Stamford Plaza Sydney Airport, cnr Robey & O'Riordan Street, Mascot NSW.

The Conference commences at 9:00am each day and is programmed to conclude at 4:30pm on the Sunday.

Observers are welcome to attend and should contact the Federal Secretary prior to the weekend for details regarding the conduct of Conference.

2013 F3D Pylon Team Trials

AMPRA, in conjunction with the MAAA Pylon Subcommittee, will be running the team selection process for the 2013 World Championships to be held in the Netherlands.

It is intended to follow the same process used for all previous F3D selection trials - that is, multiple trials. The selection process will be based on the best 2 scores of each competitor's 3 trial events. The following team trial events will be held:

The AMPRA championships, Maryborough QLD, June 2012.

State Championship events in Victoria or Queensland; these events are all scheduled to be run in the August to October 2012 period.

The third team trial will be a special trial event as a replacement for the Nationals at a suitable time to be held in Cohuna Vic, between September and November 2012.

Full details of the team selection process are published on the AMPRA web site as part of the general rules for pylon racing in Australia. ampira.org.au

2013 F3B Team Trial

Organiser: Mike O'Reilly

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

Location: SSL Park, Nine Mile Road, Milang SA

Dates: March 23-25 2012

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

2013 Free Flight Team Trials

The schedule for multi team trials as shown:

Queensland State Championships

Dalby F1c 10 March

Dalby F1a 21 April

Dalby F1b 22 April

New South Wales State Championships

Springhurst 29 Sept-1 Oct F1a, F1b, F1c

Victoria State Championships

Springhurst 10-12 March F1a, F1b, F1c

Western Australia State Championships

Meckering 2-4 June F1a, F1b, F1c

Special WA Trial

Meckering 21-22 April F1a, F1b, F1c

WA 65th Nationals 12-20 April As programmed F1a, F1b, F1c

Southern Cross Cup Narrandera NSW

2-3 April as programmed

AFFS Championships Narrandera NSW

4-8 April as programmed

2012 F3A Asia Oceanic Continental Championship

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

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

Only MAAA members are eligible to represent Australia.

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

2013 F4A (Scale) Trans Tasman Challenge Team Trials

NSWFFS Free Flight Scale Rally at Richmond July 7th-8th, 2012 will be used as a one - off team trial. Places from the F4A category at this event will be the basis for 2013- Trans Tasman Challenge team places.

World / Continental Championships and Trans Tasman Events Calendar

2012	
EVENT	Awarded to
F1D	Serbia – Belgrade Dates: 9 to 14 Aug
F2A, F2B, F2C, F2D	Bulgaria – Primorsko Dates: 25 Aug to 1 Sept
F3J	South Africa – Rustenburg Dates: 29 July – 5 August
F4C	Spain – Santa Cilia Airfield Dates: 3 – 12 August
F5B, F5D	Romania – Buzau Dates: 7 – 15 September
Space Models	Slovakia – Liptovsky Mikulas Dates: 31 August 9 September
F3A	Asia – Oceanic Philippines – Bacolod City Dates: 6 – 12 May
F3C	Asia – Oceanic Offers Invited
F1 Trans Tasman	Location Dates: Narrandera Easter 2012

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

Safety distances are everyone's responsibility.

CIAMFlyer

The Introduction
to the Modelaircraft World



No. 1-2012



The World of Indoor Flying

At those latitudes where winter is cold and the days are shorter, the indoor season is in full swing. Indoor flying is a relatively new area of aero modelling which has, nevertheless, already found a firm place in the world of model flying. Take, for example, Michel, an experienced indoor aerobatics pilot. Lets have a look over his shoulder

Modern concept

With indoor aerobatics models, the current trend is for symmetric shapes. The two fuselage sections above and below the wings as well as the vertical tail are exactly the same on both sides. The only differences are in the colours and the undercarriage. Most models are made from the foam material "Depron". To save weight, as

many parts as possible have cut-outs to reduce their material thickness to a minimum.



Constant speed

Michel explains that indoor models can be categorised into two groups. One the one hand, there are the agile 3D or even 4D machines with variable pitch propellers that are capable of producing reverse thrust. They can usually be flown with few or even no air brakes.

The second group includes indoor models suitable for precise aerobatics manoeuvres flown at constant speed. On these models, brakes are an option for keeping the flying speed constant and slow while the take-off weight has to be kept to a minimum. This allows the aerobatics manoeuvres to be precisely controlled. Not all brakes are equal. As is often the case, says Michel, benefits can come with a downside. He explains: "I mounted the brakes on the outside third of the ailerons. This keeps them out of the propeller airstream which is important for "torque rolls".

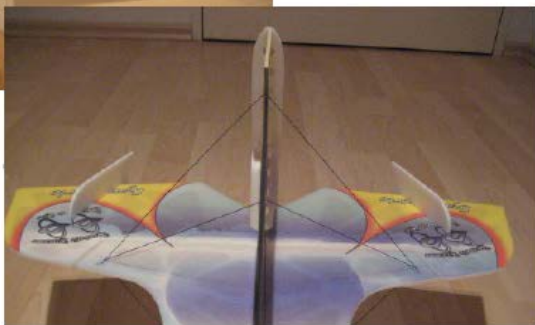


The pictures show the state when flying straight ahead. The attachments above and below the two ailerons have their full braking effect. When the aileron is extended, the effect – as can be seen from the pictures – is reduced. With a fully extended aileron, the braking effect is virtually zero as the "Depron"



The desired effect of these stabilisers is determined by their size and angle. Their position also plays a part. Michel explains that when searching for the optimum, he cuts out several stabilisers and then tries them out indoors. First he flies without stabilisers, then successively attaches the prepared parts at different locations on the model to achieve overall trim. A great example of practical research and innovation using modest resources.

part faces the direction of travel. Thus, the brake is only effective when it is required. If the brakes are simply attached to the end of the aileron, as can be seen so often, they are effective, even when the aileron is extended. This can have a negative effect when executing roll manoeuvres.



Stabilisers and trim

The purpose of stabilisers is to guide the aircraft in the air. They should help the model to achieve a stable flight attitude and to be easily controllable. Stabilisers can be mounted, for example, on the vertical tail or on the elevator as well as near the leading edge of the wings or on top of the fuselage.



FAI R/C Indoor competition classes:

F3P Indoor R/C Aerobatic Power Model Aircraft

F6B AeroMusicals

Details: www.fai.org/aeromodelling

CIAM Flyer 1-2012

Editor: Emil Ch. Giezendanner

editor@modellflugsport.ch



Vale Harold Stevenson.

Harold Stevenson was an aircraft modeller, engine maker, designer, sailor and manufacturer of racing catamarans, pilot and a gentleman.

I first met Harold when I was a schoolboy of about 14. This was just after or about the time of the model aircraft exhibition held in Anthony Hordens store in the city of Sydney. The time was about 1946 and I had built a model from a Flying Aces plan which I discussed with what seemed to me to be a very knowledgeable older gentleman.

From that time on I became one of the 'kids' who used to go across to Harold's place at Riverwood .

At that time he was starting to put a lathe into his spare room in the house that he had built. From there he built his first engine which was a copy of the Ohlsson 23. Remarkably it actually ran. It was made from a set of castings that were made from old aluminium saucepans.

Harold used to go to Centennial Park to fly and after it was decided to start a club he became No.11 following people like Bill Marden and Scotty and others whose names now escape me.

I was late joining and became no.167.

I spent many enjoyable hours at Harold's and even after I joined the Air Force we kept in close contact. I used to watch his son, Philip with his control line models in the backyard.

It was during this time that he and Bill Marden designed and built the MS29. Although only a limited number were built, they proved to be very popular and even today bring big money.

He also built a racing 65 with which he held the Australian speed record of 120mph.

After I left the Air Force we would fly at HMAS Nirimba at Schofields. This is where Harold would fly his Rudderbug with Wright RC control. 7ft aerial and a transmitter that weighed about 10 pounds.

For about twenty years Harold just about left model aircraft as he became very involved with sailing. He designed several catamarans and sold plans for them all over Australia. He was quite successful sailing his catamarans as his trophy cabinet showed, even travelling to Italy to sail.

Eventually he saw the light and returned to model aircraft, where he became very involved in RC Sailplanes and Old timers.

He became a member of Heathcote Soaring League and for some time was the president. He also became a member of the LSF where he attained a grade three or four.

As will be known to many people Harold was a fierce competitor and always did his best to win in any competition.

He has left behind many friends who have known him for many years, both in aircraft modelling and also in sailing.

Sadly there are not many of us left who knew Harold from the early years and from what was the beginning of the MAAA.

Max Redman

Page 20

Australian MODEL Hobbiest

June, 1951.

Motor Preview

- ★ M.S. 29 RACING GLOPLUG
- ★ FROG 500, PETROL IGNITION
- ★ "E.D." 2.46 RACING DIESEL
- ★ GLOPLUG OR IGNITION
- ★ FROG 150 DIESEL OR GLO

The M.S. 29 Test carried out by the manufacturer over many months of actual flight conditions.

Designed and manufactured by well-known speed expert, Bill Marden and Harold Stevenson.

Distribution by manufacturers.

Price £10.10, complete ready to run.

Size: 70x Stroke 205; Capacity 208 cubic inches (4.00 c.c.).

Weight 61 oz.

Castings All castings are Y alloy sand cast and heat treated.

Liner: Alloy iron.

Pistons: Y alloy. Rings: Alloy iron.

Bore: Two precision ball races.

Crankshaft: Heat treated steel.

The Valve: Precision ball valve mounting.

Con. Rod: Machined from heat treated bar stock aluminium alloy.

PERFORMANCE:

R.P.M.: With 7.75 x 107" speed propeller 17,000.

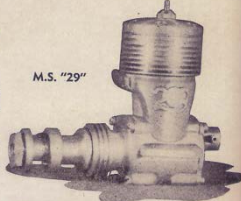
With 10.75 x 5.75" stunt propeller 10,11,000 (motor limit with choke insert).

The above readings were obtained using standard fuel, but for maximum performance 50% Nitro Methane is recommended.

The motor was fitted with an MS Gloplugh which has a platinum element, and will shortly be described throughout Australia.

GENERAL:

The motor will give 4-848 lbs in a suitable Team speedster-fitted with a 1 ounce tank-or approximately 75 m.p.h. For the one mile speed dash the speed can be increased to 85-90 m.p.h. This reduces the economy and at this speed 30-37 laps can be expected.



M.S. "29"

Stevenson's model which has 130 cc. inches wing area and weighs 21 ounces. During a first race in the recent N.S.W. Championships this model actually recorded the speed of 84 m.p.h. in the Team Speed event.

A choke insert is supplied with the motor for stunt purposes, and makes the motor practical for these types of flying.

Speed 50, of course, the main purpose for which this motor was designed, and in this field, in particular, it has proved capable of beating the considered world's best.

In the N.S.W. Championships it recorded the near record speed of 120 m.p.h. and the designer feels confident that the motor is capable of the 130 m.p.h.

With the choke insert fitted the motor has proved quite reliable for stunt work.

"E.D." 2.46

This engine was not available for test, but is shown as a suitably recombinable A.M.E. will pass on performance details to readers.

Quite different in appearance to what modelers have been used to from the manufacturers' Electronic Developments, this, the latest of British pattern to appear on the market has many interesting features.

E.D. No. 2.46 SERIES OF RACING ENGINE.

Type—Diesel, also convertible to Gloplugh and Spark Ignition.

Size—200 inches.

Stroke—250 inches.

Capacity—200 c.c. (100 cu. inches).

Weight—42 ounces.

Mounting—200 inches.

Crankshaft Bearings—Two ball bearings.

Con. Rod—Steel length.

Main Casting—Magnesium alloy with integral exhaust.

Exhaust Porting—360°

Pyrex Porting—360°

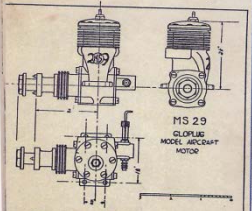
Inlet Porting—180° disc valve.

R.P.M.—14,000.

Height—75 inches. Length—93 inches. Width—11 inches.

GENERAL:

The "E.D." 2.46 is designed to operate as a diesel gloplugh, or petrol ignition motor, and as it fitted with a



MS 29 GLOPLUGH MODEL SPEEDSTER MOTOR



HAPPENINGS IN CONTROLLINE SPEED FLYING

- ★ 192 M.P.H. WITH OXYGEN
- ★ BOOSTED 10 C.C. MOTOR

CONTROLLINE speed models, which long had the preference of the American controlline flyer, have been neglected by the Australian counterpart excepting for a few small groups.

Bill Marden, who worked hard to help reorganize the Model Aeronautical Association of N.S.W., in the early post-war years, was certainly our leading speed flyer at that time, usually flying with nitro.

He was, as far as we know, the first modeler in Australia to fly over the 100 m.p.h. mark.

Closely paralleling Bill Marden's progress was Allan Lim Jones of Victoria who at present is accepted as Australia's fastest with the recorded speed of 124 m.p.h.—although this does not stand as an official record, because of changes in the rules governing speed controlline flying.

Harold Stevenson with his speed model in the centre. The model is an original design and is powered with a motor built by Harold from a set of Bill Marden castings. Col. Madge is his assistant.

The speed flying at the last Australian Championships was disappointing owing to the non-attendance of experts such as Tony and Bill St. Harold Stevenson and the failure of others to bring their models home.

Overas of course, the American are an accepted leaders in speed flying, although strides have been made on the Continent and here, particularly in the very small classes.

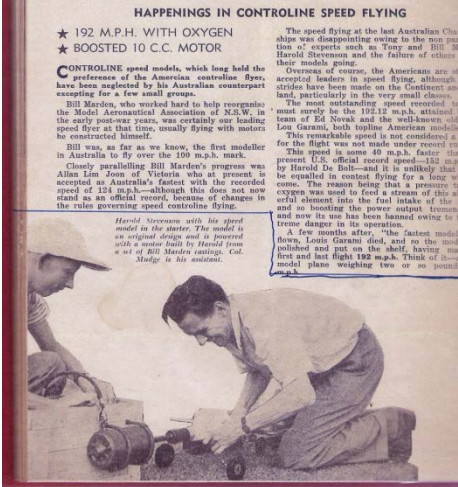
The most outstanding speed recorded in most events by the 19512 m.p.h. attained by team of Ed Novak and the well-known pilot Lou Garsant, both using American models.

This remarkable speed is not considered as for the flight was not made under record conditions.

This speed is some 40 m.p.h. faster than the present U.S. official record speed—182 m.p.h. by Harold De Ball—and it is unlikely that he could be equaled in control flying for a long time.

The reason being that a pressure of oxygen was used to feed a stream of this aural element into the fuel intake of the engine and so boosting the power output. From now it will have been banned owing to it being dangerous in its operation.

A few months after, "the fastest model flown," Louis Garsant did, and so the model polished and put on the shelf, having its first and last flight 102 m.p.h. Think of it—model plane weighing two or so pounds



the day. Another R.C. model that attracted attention was a "delta" shaped pusher, powered Frog 500. Unfortunately this model did not fly.

Unhappily I missed the Open Rubber, A1, A2 and Flying Scale Rubber Events through chasms. Bansheer for about five miles (on foot). So there isn't give a true account of these events. I might mention here, that I expected a few aeromodels to be provided, but unfortunately every aeromodeler chase his own model. The model that won the scale rubber was an A.P.S. Westland Wigdon built by Frank Taylor. This really was a nice

The class A Power ratio was won by Jim Shields his six-year-old "Zapper," powered by an Amphion. Later in the day in the "scramble," this model was lost, last seen gaining height over Prospect.

The Sailplane Event attracted a large number of entries, particularly of the Nordic A2 class. The lines were not measured. This is an unacceptable line I feel that I must also criticise the modelers in as far too many of them had to borrow someone's towline. (Unlimited run is allowed by Aust. Rules)

Top: Australian Wakefield winner 1951, Arthur Hannigan, of Sydney, one of Australia's younger Wakefield enthusiasts. This year he placed on top of the E.S.M.A.C. boys. All whom placed, Jim Fullerton and Jim Lim, all of whom joined in the model and sent to England.

Centre: Two very smart TJS models by Tony St. (N.S.W.). "Twinfin" is powered by Frog 500 and "Gal" the 4.4 job does 65 m.p.h. with an Elio 1.3

Below: Harold Stevenson, who placed first in class speed at the N.S.W. champs using one of the MS featured on previous page. The speed was 120 m.p.h. which is solid recommendation for the "MS" which with team mate, Bill Marden, Harold impressed when his Team speed model did 84 m.p.h.

Scale Matters

Alistair Heathcote
Secretary NSW SAS

Popham Fly in

Popham? I can hear you now – where the hell is that! Well it is in the UK near a town called Basingstoke - so small it does not even appear on my map! Want to know more – then visit www.popham-airfield.co.uk

it was delightfully informal. Although it was advertised as a Piper fly in, as you can see in the photos, any one could just turn up, have a cup of tea and take off again.



Pietanpol Air Camper



Travel Air 4000

In September 2010 I was in transit and stopped in to a Vintage Piper Fly In. (a three hour lunch break!). I have been to Popham a few times but this was the first fly in and



A LINE OF PIPERS!



De Havilland Puss Moth

Popham airfield is run by the Spitfire Club and both their members and the public are allowed uninhibited air side access to the aircraft and their pilots. Control is done using a "FOLLOW ME" quad bike and a few club members wearing Orange overalls and using a whistle. It all looks a bit risky but they have been doing it this way for years.

I have presented a few photos to give the flavour of the event but for many of these aircraft, I have a detailed photo study. If anyone would like more info and pics then just let me know.

Enjoy the pics – and I also have a video that I took – let me know if you would like noise and movement as well!

Alistair Heathcote, Secretary NSW Scale Aircraft Association



REARWIN CLOUDSTER

Buying Used Equipment

- by Bryan Jones [from *The Flightline*, Pearland TX, Bryan Jones, editor.]

With the number of car boot sales being advertised recently some of this advice may be timely (if not obvious to some long-time members) although perhaps a little US centric and dated. Anyway, for what it's worth..... Ed.

Have you ever been presented with a deal too good to be true? Sometimes they are good deals, other times... well. One thing we have in our benefit living in the Houston area is a very large group of RC airplane flyers. There are several outlets for buying and trading model airplanes and their related accessories. Regardless of where you go to find the used equipment you desire, there are a few tips I have learned you may want to consider.

Airframes- These are the easiest items to inspect. The first and easiest item to check is the covering or paint. Having a well-applied and thoroughly sealed covering or coating is important in keeping oil and other materials from the underlying wood or fiberglass. Water or oil soaked structures will eventually weaken and fail. Look in the engine compartment for the sealing I have mentioned. Exposed wood is easy to spot. Another area critical to an airplane's structural integrity is the wing saddle and attachment structure. Look here for cracks or evidence of previous repairs. Generally, any joint having been repaired will be weaker than originally constructed. If the joint shows signs of repair, this indicates design or crash damage. Assume it is crash damage and inspect the tail feathers and other exposed inner surfaces in the fuselage.

Wings are a little more of a mystery than the fuselage. Without breaking the wing, place it over your knee and apply bending pressure. Listen for cracking noises (Stop then!). Look for splinters falling out any openings. Check control surface tightness and proper operation. Look for wing tip damage. Wing tip damage comes in two forms: first, the underside scrapes caused from ground

loops and hard landings. Second the crunching effect on the end of the wing tip caused by cartwheels. Cartwheels will trash a model quicker than almost anything.

Engines- Purchasing a used engine is not quite as easy as purchasing an empty airframe. The first item of concern is external damage. Look for dirt, particularly that packed in between the forward cooling fins or around the carburettor. This is a pretty good indicator of a crash. Don't forget looking for the broken cooling fins and bent needle valves. Once you have checked the engine externally, look at the cylinder head.

Assure all head bolts are present. Check the crankshaft. Look for buggered threads. One thing I strongly recommend is checking the shaft for run out with a dial indicator or similar instrument. I wouldn't accept any more than 0.002" TIR (total indicated run out) on .60 and smaller engines; 0.003" TIR on all others. Bear in mind, this measurement should be weighed in relation to the rest of the engine and these run out measurements are pretty high.

Look into the exhaust port on the cylinder. If the muffler is attached, remove it. Slowly turn over the engine while feeling the condition of the bearings and the piston/cylinder liner fit. Look down the port at the piston and the liner. Look for gouging and excessive scraping or scratches.

Feel the engine as it is turned over. Notice any grinding or gritty feel in the bearings. Try and find out if the engine has ball bearings or sleeve bearings on the shaft. A ball bearing engine (with good bearings) is more valuable.

Hang onto that dial indicator we used earlier and set it up to check shaft looseness. When you get the indicator set up, pull the shaft in the opposite direction than it is being pulled when you set up the indicator. On engines 60 or smaller, 0.001" to 0.002" is reasonable. Larger engines can

withstand 0.003" to 0.005" looseness. Finally, check the thrust on the shaft. While holding the engine in one hand, push and pull the shaft while turning it. Note any noises or unusual feels such as metal on metal rubbing or gritty feel. This is not particularly a problem in the inactive or reverse thrust direction, but may be a real problem indicator in the active or normal thrust direction.

I have purposely skipped the four-cycle engines for a couple of reasons. First, this subject deserved more space than available and second, I would have to research the issue more before writing.

Radio Gear- This is a more challenging area than the previous two. Bear in mind the consequences of a complete radio failure... not pretty. Keep this in mind when you are about to make that killer deal. I have a few easy items to look for when buying used radio gear. These items typically do not indicate the actual condition of the internals but are a very representative indicator.

First, the general external appearance of the transmitter, receiver, and servos are important. Look for dirt, glue, or fuel residue. None are good. Even more important, check the switch harness from one end to another if you must use a used item. I don't recommend it. I only use switches I have purchased new. One failed switch or switch lead and the game is over.

The external condition of the transmitter is a good indicator of how the entire system was treated by its previous owner. Check the bottom and back of the transmitter case for excessive scratches. This indicates the amount of use the system has had. Less scratches, less use, good, good. Check the feel of the gimbals. Smooth and tight. Check the trim switches and auxiliary switches. Extend the antenna, checking for bends or damage. Turn on the transmitter and check

the output/power needle response. Obviously the batteries may be dead or undercharged.

Look at the receiver antenna. Is it in good shape? A kinked or stressed antenna indicates rough use and possible damage. Look for cracks in the case. Check for narrow band certification. Check for bent pins in the open sockets.

The servos are the least important items, but don't forget, it only takes one well-placed servo failure to wreck your plane. First, check the outward appearance. The leads are important as well. Look to see if the wires are damaged where they are attached to the plug. Look for plug damage. CAREFULLY check the gear train by rotating the servo head. If you strip the servo, you may have to buy a wrecked servo. Don't do this step if you don't feel sure of what you are doing. If you do, feel and listen for broken gear teeth.

Flight battery pack - be very careful. I wouldn't recommend using a flight pack if you don't have a cyclor/charger to verify the capacity and health of the battery. Don't forget to look at the lead. It's just as important as the battery switch. Finally, connect the components of the system and operate with the transmitter. Check each channel individually, check dual rates, check programmability (if applicable), check servo response (noise, chatter, dragging, speed, etc.).

If possible, perform a range check -- collapsed antenna at 200feet (60m) minimum fully operational.

These are just a few items to keep in mind when purchasing used equipment. Even if everything checked out as described here, there is a possibility that the equipment was near breaking down or someone was trying to sell away a hidden problem.



Upcoming Events

AEROBATICS AT QUEANBEYAN

APRIL 21 / 22

THE QUEANBEYAN MAC ARE KINDLY HOSTING THE NSW
PATTERN FLYERS APRIL EVENT AT THEIR BUNGENDORE
FLYING FIELD

ALL ASPIRING AEROBATIC PILOTS IN THE GREATER
SOUTHERN AREA ARE ENCOURAGED TO PARTICIPATE

FOR MORE DETAILS OR COPIES OF THE SPORTSMAN
SEQUENCE VISIT www.nswpf.org.au

FOR DIRECTIONS TO THE BUNGENDORE FIELD VISIT
www.flyqmac.info

OR RING

RICHARD KNOX
0417 483 689

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



Fun-fly Parkes May 6th

social occasion & swap meet



- *\$ no cover charge*
- *\$ canteen lunch*
- *3 novelty events (pilots' choices)*
- *plenty of general flying*
- *MAAA cards must be current*

Note: our field is now at Nelungaloo, 20 km west of Parkes

Contact for further details and map: Rick Twardy twardyz@westserv.net.au
0400461611 / 68623482



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



City of Maitland
Society of Aeromodelers Inc.

COMSOA
SCALE
FUN FLY
19th & 20th
MAY 2012
METFORD FLYING FIELD

Excellent Prizes

CATEGORIES:
CIVILIAN & MILITARY
UNDER & OVER 7Kg
SPORTS MODEL
JET

PROGRAMME:
19th - Free Flying
20th - Organised Flying for each category
Judging by entrants for 1st, 2nd and 3rd places
Includes Model Of The Meet

FACILITIES:
CANTEEN-Cold Drinks
Free Tea & Coffee all weekend
Lunch both days

OTHER INFO:
Electronic Entry Forms and further Info @ www.comsoa.com
Cut Off Date for Pre Entries Thursday 17th May
Enquiries contact Paul Robertson - 4946 8334

Sponsors

Enviroculture Maintenance Services

Laser Cut Kits Australia

Duanes Planes

Hi Tech Driving Schools

Frontline Hobbies

Pre Entry Draw - \$200 Credit
Towards a laser cut kit
From
Laser Cut Kits Australia

Entry Fee - \$25
Includes Sunday Lunch

WPMAC General Flying & Fun Day



COME AND JOIN US AT WERRINGTON PARK MODEL AERO CLUB AT OUR MULGOA FIELD (OFF CHAIN O PONDS RD, BETWEEN NORTHERN & MULGOA RD) FOR A FUN DAY OF GENERAL FLYING AND 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.

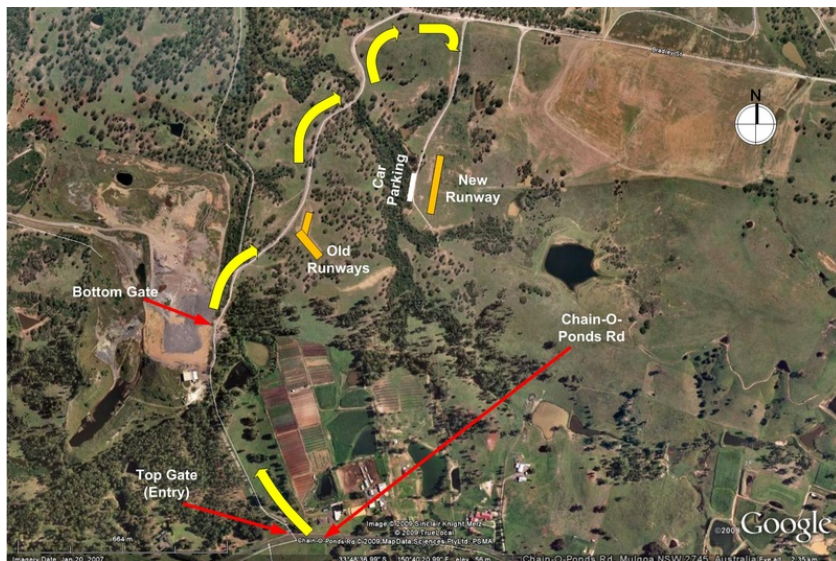
GATES OPEN – 8 AM FLYING FROM 9AM TO 4PM.

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.

SEE YOU THERE



Sydney Aviation Model Show

Expressions of Interest

Expressions of interest are sought by 30 April 2012 for participation in the 2012 Sydney Aviation Model Show. All enquiries should be directed to Chris Staats (0402 311 456 or chris@seekhomeloans.com.au) in order to ascertain numbers and let organisers know how much space should be dedicated. Prefer large RC model aircraft; free entry for displayed models



9th and 10th June 2012
Bankstown Airport



- Aviation Models, DVDs, Books, Photographs and Memorabilia.
 - RC Aircraft with RC dragster display during the show.
 - Static Aircraft on display.
 - Jet Car display and demo.
 - Scenic flights on various aircraft.
 - Automotive display
 - Food and drinks.
 - Many prizes to be won.

www.sydneyaviationmodelshow.com.au

For Sale

Austars Cessna C206 98" span

Original Austars demonstrator

Model supplied with

- 1 x Fuji 43cc petrol engine
- 1 x 2000mah NiM ignition battery
- 2 x 4000mah batteries (for receiver)
- 9 x Hitech servos
- 1 x 3-blade Biela Prop
- 1 x Aluminum Spinner
- 1 x Fuel Tank

Cessna nose strut oleo

Just add receiver and ready to fly

\$900 - pick up only



Green Models Gee Bee Blue/White 97" span

Original Austars demonstrator

Model supplied with

- 1 x 3mm 53cc petrol engine
- 1 x 2000mah NiM ignition battery
- 2 x 4000mah batteries (for receiver)
- 6 x Hitech servos
- 1 x 2-blade Biela Prop
- 1 x Aluminum Spinner
- 1 x Fuel Tank

Oleo undercarriage

Just add receiver and ready to fly

\$900 - pick up only



KMP Robin 2160 87" span

Model supplied with

1 x DZY 48cc petrol engine

1 x 2000mah NiM ignition battery

2 x 4000mah batteries (for receiver)

9 x Hitech servos

1 x 3-blade Biela Prop

1 x Aluminum Spinner

1 x Fuel Tank

Oleo undercarriage & Cessna nose strut oleo

Just add receiver and ready to fly

\$1100 - pick up only



Contact Michael on mobile 0412 253 581



Ready to Fly Aeroplanes

- | | |
|--|-------------|
| 1. Yak 54 with OS Gemini 240 | \$750 |
| 2. Yak 54 Somenzini with DL50 | \$700 |
| 3. Yak 54 Extreme Flight with DLE30 | \$450 |
| 4. Marquart Charger 76" built from US kit with new Saito 150 | \$650 |
| 5. Extra 300S World Model with Saito 270 | \$550 |
| 6. Extra 300L 88" with Sach 4.2 | \$300 |
| 7. Hangar 9 Katana with YS140 | \$450 |
| 8. CAP20L & CAP10 servos | \$200 |
| 9. Electric Aerobatic planes | \$50 (from) |

Engines

- | | |
|---|-------|
| 1. MLD70 twin (new) | \$450 |
| 2. OS BGX 3500 plus pipes & header (near new) | \$300 |
| 3. MT6Z | \$200 |
| 4. Super Tigre 4500 | \$150 |
| 5. OS 120 II with free props | \$180 |

ARF Kits

- | | |
|-------------------------------|-------|
| 1. World Models 85" Edge 540 | \$350 |
| 2. Super & Cheaper 69: Sukhoi | \$250 |

Contact Lawrence on 0411 812 700



**Deadline for submissions to
Newsletter #345 (May 2012) is
Tuesday 17th April 2012.**

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