

MINIATURE 
AERO SPORTS
NEW SOUTH WALES INC.



A line up of models at the Australian Scale Aerobatics Association Nationals held at Bendigo last year

Photo courtesy Gil Nafte(SMAC)

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Diary Notes

Next MASNSW Meeting:

Friday 8th June 2012 at 8:00pm at Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Following MASNSW Meeting: Friday 13th July 2012.

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

Newsletter #347 (July 2012) deadline for submissions:

Tuesday 12th June 2012. (**Note: no newsletter in August**).

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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

Well, the AGM has been and gone and I must say there was a good turn out this year. Still though, considering the excellent venue at Workers Parramatta which is very central (for Sydney members anyway) it would be great to see a few more turn up for the monthly Management Meetings. So how about it? a couple of hours from 8:00pm till around 10:00pm or get there a bit earlier as most of us do and have an excellent meal at the bistro. All Affiliate Members and visitors are welcome and it's great way to participate and have your say.

Well as you will have gathered by now, I'm back for another year as are the usual faces plus Don Costelloe who is now the Assistant Secretary, releasing Dave Lewis to concentrate fully on his duties as the Registrar - welcome Don.

Well, this month we have the Minutes for both the May Business Meeting and the AGM so a fair bit to wade through there. In Scale Matters with Alistair Heathcote we have "A Corsair Story" covering Corsair KD 421 at the RN Fleet Air Arm Museum near Yeovil in the UK - interesting in that it has been "preserved" rather than "restored".

Dave Middleton from Werrington Park MAC (my club) has kindly allowed me to reproduce an article from our club newsletter about longtime member Ernie Holden's control line model of the Air Ambulance Beechcraft B80 Queenair (VH-AMG - Nancy Bird Walton). This was originally published in the January 1973 issue of Airborne. As well as the clipping of the original article, some terrific photos (really showing Ernie's legs off a treat) - more to come on this in later issues.

Joseph Frost makes another appearance with more on his Jet Turbine Powered "foamy" Golden Widow. Tryptych, his new tri-engined ducted fan monster will make an appearance in these pages shortly.

It would be great if any who attended any of the events advertised in these pages could drop me a line regarding how things went and enclose some photos - I'm happy to publish as written or tidy it up if you like - I'm sure many of us would like to hear about it.

Well that's me for now; as always,

Happy flying – Rob M



Zac Brewer with 125" Extreme Flight extra 300 at Cootamundra

Photo courtesy Gil Nafte(SMAC)

Model Flying and Insurance

We are receiving questions regarding the insurance coverage you have when operating Model Aircraft. The following is an effort to answer those questions. The insurance coverage that we all have as members of MAAA (all members receive the same coverage whether you operate Radio Control, Control Line or Free Flight Models) covers the flying of Model Aircraft on any site within Australia so long as you have the landowners permission and are operating within CASA rules and MAAA MOPs.

If you have an incident that requires use of that coverage, you will be required to pay the first \$500-00 excess. If there is an incident you will be required to follow the MOP001 Accident Reporting and the associated forms MAAA010 (Incident Report Form) and MAAA011 (Incident Investigation) and provide these forms to MAAA.

When claims are reviewed you will need to be sure that you are operating within the rules and regulations that cover the operation of Model Aircraft. These include in descending order: CASA Rules, MAAA rules and recommendations, local club rules and regulations, any local council rules etc.

To ensure that we minimize as far as practical any requirement to use our insurance coverage and at the same time provide safe facilities to our members MAAA has MOP022 that covers Risk Assessment. It would be in the best interest of all our members if these documents and policies are reviewed by Club Executives to provide confidence in your club's setup and operations.

Your Insurance coverage is only available with your current membership and therefore is effective from 01st July to 30th June. During the time that you have paid your membership and are awaiting your new cards you will need to be able to prove that you have actually paid your MAAA fees. This is easy if you only fly at your own club, but increasingly we have members that use more than one club and field. It is recommended that until you receive your new membership card that you carry your receipt that indicates that you have paid your MAAA fees.

Clubs will find it much easier if you annotate on all receipts that the fees paid include MAAA annual fees.

Miniature Aero Sports NSW Inc

MINUTES

Business Meeting
Workers Parramatta
11th May 2012

Meeting Opened: 8.00pm

Attendance: D Costelloe QFS, G Atkinson WRCS, K Barnes PRCAC, B Thrift CVRCMAC, R Masters WPMAC, D Lacey SSME, M Stone HSL, S Norrie NSWAS, B Bishop CMAC, T Nolan ROW, B Carpenter HMAS, D Lewis MMASFC, D DeVries SSMAC

Visitors: C Simpson WRCS, D Blood CMAC, N Frazer CMAC, G Hoy CMAC

Apologies: Mike Close, T Ashley, K Vella

Minutes: Motion that the minutes of the meeting held on the 13 April 2012, as distributed by email and in Newsletter 345 be accepted as a true and accurate record of that Meeting.

Moved: CVRCMC **Seconded:** WRCS **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:

Nil

From other than MAAA :

- C 2.1 G Frost, Southern Highlands MAC, request for flight training log books
- C 2.2 B Porman, WRCS, Application to register flying site.
- ** C 2.3 P Coles, Luskintyre 2012, seeking details of safety concerns.
- * C 2.4 Quotes for works at Cootamundra State Field
- * C 2.5 5 Suggestion re newsletter costing from G Hoy.

- C 2.22 Received completed Large Model Permits to fly forms from the following:
J O'Conner GCAC, A Draper CKSMAC (x2), A Ogle RAAFMAC, R Bowles BCRCF,
D Radford WRCS, B Gibson CKSMAC, D Foster WRCS, A Schultz Berkshire Park (x2),
M Dean IMAC, N Priestly CKSMAC, D Marshall GMSF, W Mansell BAC, R Clark WRCS,
C James CKSMAC, R Evans RAAFMAC (x2), J Consadine CKSMAC, P Goff RAAFMAC,
J Cooper GCMAC, T Shelvey GCAC, A Huszarek GCAC, C Pellatt SRCS, W Barlow GCMAC

Late Permits

- C 2.23 Received Cancelled Large Model Permits to fly forms from the following:
T Shelvey GCAC
- 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

Late Correspondence:

Nil

Correspondence Out:

To MAAA:

Nil

To other than MAAA:

- C 3.1 CASA Liaison Officer, WRCS application.
- C 3.2 G Frost, flight training log books
- C 3.5 J Kastelan, flight training log books

Business Arising from Correspondence:

- C 2.3 The Executive will respond to P Coles re Luskintyre.
- C 2.5 Discussed at the AGM when setting the MASNSW annual fees
- C 2.4 Discussed in General Business.

Moved: WPMC **Seconded:** WRCS **Carried**

Reports: Treasurer: Bob Bishop

Business Arising from the Treasurers Report: NIL

Moved: SSME **Seconded:** CMAC **Carried**

Reports:

President Bob Carpenter

This past month has seen your executive busy with the planning for our Annual General Meeting which will be held tonight. The discussions and planning sessions are designed to put forward ideas and suggestion to the membership on the way forward for MASNSW. This exercise includes a review of all the financial aspects of the association and proposals for the fee structure for the next year. Full details of all these proposals and suggestions will be delivered in the AGM reports and I hope that this Executive has taken on board the ideas as well as the concerns provided to us by our membership.

We have also held another Instructors Course and Workshop which, from all feedback (it was only held last weekend), was quite successful and it appears that we are providing the information and results required by our membership.

The structure that is now being used in these courses has been adopted by MAAA as the standard for all MAAA courses and it has been a very positive trend to be asked by the MAAQ to provide these courses in Queensland.

Chief Flying Instructor Bob Carpenter

Last weekend (5/6 May) MASNSW conducted another Instructors Course/Workshop. We had 19 new Instructors in attendance and during the weekend we were able to complete all instruction and assessment. We are now waiting for the return of the written exams and when these are marked we will pass the results to the normal monthly business meeting for ratification.

The course covered all categories of models, Fixed Wing, Helicopter, and Glider, and over the weekend we were able to also provide Gold Wings assessments for Helicopters and Gliders as well as the Instructor qualifications.

A central part of the Instructors course is the practical assessment. During these flying sessions the new instructor has to actually practice with a student the techniques he has discussed and heard during the lectures and discussion sessions.

The reasons for this are: Practice allows the instructor to bridge the gap between their knowledge of instructing and the actions needed in the role to be effective. Role Playing exercises are essential for effective training because such exercises provide new instructors with opportunities for targeted practice of specific behaviour and feedback that a lecture/discussion group presentation format lacks.

I thank the observers and assistants: George Atkinson, Steve Norrie and Steve Keep for their assistance over the weekend as the assistance from these people allow us to efficiently process the numbers in the allocated time that are now attending the Course/Workshops.

State Flying Field Secretary Steve Norrie

I have received two quotations for construction work at the Cootamundra property, these being for the erection of a mezzanine viewing platform within the existing building and for a shower to be built onto the end of the existing amenities. These have been entered into correspondence for the general meeting. (These will be discussed in General Business).

I am still waiting for a quotation for a watering system for the operational area. The condition of the field continues to improve now that the rain has eased off (for now). The gas bottles for the kitchen need to be refilled this will be arranged over the next few weeks.

Other Reports:

Nil

Motion to accept Reports as received

Moved HSL Seconded: CVRCMC Carried

Awards:

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

Denis Watt	Foster Tuncurry MAC	54517
Troy Dooley	Forster Great Lakes	76259
Patrick O'Brien	SSMAC	73836
Darren Crewes	SSMAC	73986
David Ramsay	SSMAC	73801
Bruce Fletcher	Shoalhaven MAC	73995
Barry Robinson	SSSFA	73855
David White	HEMFC	73868
John DeLooze	Eurobodalla MAC	73918
Ben DeLooze	Eurobodalla MAC	73917
Peter Hagley	Southern Heights MAC	54551
Peter Blackwell	Southern Heights MAC	73961
Adam Rae	CMAC	74038

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

Ben DeLooze	Eurobodalla MAC	73917
Paul Huntly	Eurobodalla MAC	73612
John DeLooze	Eurobodalla MAC	73918
Kevin Boarer	MAC Sport	15161

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:

David Battistuzzi	Grafton RASS	73997 (wings to be posted)
Bryce Smith	Grafton MAC	71542
David Scott	Grafton MAC	71073
Barry Packman	SSSFA	43826
Daniel Condon	SSSFA	73944
David Hughes	PRCAC	73750

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

Steven Keep	PMAC	31194
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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:

David Moore	SSSFA	15345
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Applications received and approved for MAAA Glider Instructors:

No applications received

Moved: WRCS **Seconded:** SAS **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:

Heathcote Soaring League	Thermal Glider	Heathcote	March 2012
Gunnedah Model Aero Club	Thermal Glider	Gunnedah	May 2012

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

Motion to accept these awards.

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

THE GENERAL BUSINESS MEETING IS NOW ADJOURNED FOR THE ANNUAL GENERAL MEETING.

ADJOURNED: 8.35pm

RESUMED: 10.20pm

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 8th June 2012. The meeting to commence at 8.00pm, (2000hrs), All Members, Observers, and Visitors are welcome.

The meeting considered the 2 quotes present by Steve Norrie for improvements to the State flying Field at Cootamundra.

1) Construction of a shower and installation of an 8kv generator.

The Executive is authorised to oversee the construction of the shower and the installation of a suitable 8kv generator into the state field at Cootamundra.

Moved: WPMAC **Seconded:** Macksville **Carried**

2) The second proposal was to construct a 15m x 6m mezzanine area under the existing roof area, to provide significantly improved viewing of the flight lines for visitors and guests. This includes stairs and safety railing etc. The mezzanine would not cover all three bays of the area; this is to enable the patrons at the kitchen area an unobstructed view of the flying, it is also an area where tables and chairs are set out for dining. The initial quote is for \$31,670.00 the Executive will review and obtain other quotes before making any final recommendations to a general meeting for a decision.

There being no further business before the meeting, the President declared meeting closed at: 10.40pm

Miniature Aero Sports NSW Inc

MINUTES

Annual General Meeting

Workers Parramatta

11th May 2012

Meeting Opened: 8:35pm

Attendance: D Costelloe QFS, G Atkinson WRCS, K Barnes PRCAC, B Thrift CVRCMAC, R Masters WPMAC, D Lacey SSME, M Stone HSL, S Norrie NSWAS, B Bishop CMAC, T Nolan ROW, B Carpenter HMAS, D Lewis MMASFC, D DeVries SSMAC

Visitors: C Simpson WRCS, D Blood CMAC, N Frazer CMAC, G Hoy CMAC

Apologies: Mike Close, T Ashley, K Vella

Minutes: Motion that the minutes of the AGM held on the 13 May 2011, as distributed in Newsletter 336 and additional copies presented at the meeting be accepted as a true and accurate record of that Meeting.

Moved: WRCS **Seconded:** QFS **Carried**

Business Arising: Nil

Correspondence:

AGM 1-2011	Nomination	Bob Carpenter	President
AGM 2-2011	Nomination	Tim Nolan	Vice President
AGM 3-2011	Nomination	Bob Bishop	Treasurer
AGM 4-2011	Nomination	Tim Nolan	Secretary
AGM 5-2011	Nomination	Don Costelloe,	Assistant Secretary
AGM 6-2011	Nomination	Dave Lewis	Registrar
AGM 7-2011	Nomination	Robert Masters	Newsletter Editor
AGM 8-2011	Nomination	Steve Norrie	Public Relations Officer
AGM 9-2012	Auditors Report	Crimmins & Co	

Motion that the correspondence be accepted.

Moved: SSME **Seconded:** CVRCMC **Carried**

Reports:

President Bob Carpenter

2011-12 has been another interesting year for the Association. Our membership has had a slight increase in actual numbers but as you will see from the Registrar's Report we are still having a large

turnover of numbers. The question from this is why these people who are current members are leaving. It should be easier to hold onto our members than it is to get new people to join.

We, like many other recreational areas are struggling to obtain juniors to join. Your Executive in conjunction with other members of the MAAA Council, are attempting to identify ways and means to make the sport, hobby, recreational pastime appeal to juniors.

Maybe it is a similar answer to both questions. MASNSW is an association of clubs and therefore the face of MAAA and MASNSW to the actual members is the clubs themselves. I am seeing that many of our clubs have closed books for new members or that people are not made welcome when they come to investigate what Radio Control flying is all about.

I am very much aware that any club field has a definite number of flyers that may be comfortably accommodated on any day. We wish to maintain all the freedoms and easy going nature that we now enjoy. But if we look at the role of the once extremely active and prosperous Bowling Clubs, (Lawn Bowls), they did not change over the years and today many of them have disappeared. Maybe we need to look further afield at the way we might be able to work with associations such as the Scouts, PCYC and local schools.

Our clubs are another avenue for older people to relax. This can be looked at as similar to the “Men’s Sheds” and is a needed release in Men’s Health. Why not talk with these people. Maybe we can get our retired members to bring someone along.

On a recent trip to the United States I visited a club on a Saturday and I was a little surprised to see that everyone there was flying what are called Foamies or Park Flyers. I went to this club because they had a web site that stated they had been around for many years and that all types of aircraft were flown. This appears to be an increasing trend and we, as clubs, will need to accept the “NEW WAY” as this is where today’s modellers are coming from. I also visited a few model shops and the only aircraft that were stocked are the ARF and Ready to Fly aircraft. The world of modelling is not changing anymore; it has changed; and we need to embrace the changes.

I am sure that we will have to work with local Councils regarding the use of Council owned parks and reserves and there will be a requirement to allow these modellers to join our system. But the question remains: Will the clubs accept them.

The MAAA Annual Conference this year (next weekend, 19/20 May) will see MASNSW pay the last instalments on the State Flying Field at Cootamundra. Now that we own the field we will be in a position to change the ways in which we use our members' fees. Our fee proposal to the members takes this into account and I am sure that you will be pleased with what has been suggested in light of today's increases in all areas of spending.

I would like to take this opportunity to thank all members of the Executive, and their wives for their support during this very busy year. Without the support of these people as well as those delegates who regularly attend the Monthly Management Meetings we would not be able to be the very active association that leads Radio Modelling in many areas of Australian flying.

Finally I thank the membership for the opportunity to hold the position of President and I intend to continue with all our efforts to expand the association in NSW and meet the challenges of the future.

Treasurer Bob Bishop

Well, here we are, at the end of another financial year.

I would like to thank the members and the Executive for allowing me the honour of serving you this year 2011 - 2012.

The computerised accounting system that was instigated last year is working well saving me a lot of time and makes life a lot easier.

Our biggest expenditure for the year had to be the payments for the Cootamundra Flying field \$20,720.36 leaving just four payments left to finalise.

It was expected to spend money on improvements to the flying field this year but due to bad weather this has not happened.

The newsletter is our next biggest ticket item at \$18,271.74 plus mailing of \$9,187.51

Our auditors question the value of the intellectual property rights controlled by MASNSW for training manuals and suggest an independent value be sourced

Membership & Interest have increased a little this year.

Expenditure has decreased a little compared with last year.

Other than that there has been no outstanding differences compared to last year.

It is my recommendation that,

- Funds are set aside for the Cootamundra Flying Field for better roads and other improvements to upgrade the facility, bearing in mind that it may be used for the coming 2013 National Championships.
- A quotation of \$2750 from Crimmins & Co was received which is \$250 less than this year so it is my recommendation that they be our preferred Auditors for the 2012-2013 year.

Motion:

Approved for payment, the account of Crimmins & Co, Chartered Accountants in the amount of \$3074-00 for the Annual Audit of the MASNSW accounts.

Moved: SSME **Seconded:** CVRCCM **Carried**

Motion:

That Crimmins & Co, Chartered Accountants be reappointed as Auditors for 2012-13.

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

Following the Treasurers report the value of the Intellectual Property (IP) for the flight training system currently given under licence to MAAA was discussed. The entire flight training system is currently under review and will shortly be finalised by MAAA. Accordingly it was felt that the value of the IP should be reviewed as it does not reflect its current value and the meeting acknowledged that the value could never be reclaimed if sold or traded.

Motion:

The IP of the MASNSW training system be revalued to \$00.00, and that the MAAA may use that knowledge but must acknowledge its origins in the MASNSW flight training system.

Moved: WRCS **Seconded:** QFS **Carried**

Vice President/ Secretary Tim Nolan

It has been another interesting year, which has provided some challenges for the Executive. I would like to thank all of the club Secretaries and Committees that I have spoken to during the year for their support and help in making it another great year for MASNSW.

During the year we have increased the number of heavy model inspectors to help cope with the increasing demand for the certification of heavy models, and also tried to address the concerns of people with heavy models about the certification process, you only have to look at the Minutes to see how many of these models are being certified each month.

The President and I have been very involved with MAAA in regards to the recent issues with MOP019, and Public Flying Displays. The Executive of MASNSW and MAAA are fully committed to ensuring that Public Displays are conducted in a safe manner and that the Display Directors fully understand and accept their legislative responsibility under the CASA Regulations.

Once again I would like to thank the Secretaries and Club Executives for their support during the year and I look forward to working with the Executive to make MASNSW bigger and better in the upcoming year.

Registrar/Assistant Secretary Dave Lewis

Current Year		New to System	Last Year
Seniors	2272	262	1711
Pensioners			494
Juniors	117	47	108
No. of Clubs	94		97
Total Membership	2389	309	2313

Slight increase in membership over previous year (76)

I would like to thank all the Club Secretaries and Registrars they have all done a fantastic job with all the paperwork which has made doing this job so much easier.

And so the busy season starts all over again:

- Notify Clubs of new rate structure.
- Review and Update the MR1 forms to reflect the new period.
- Produce and post bulk membership renewal lists to Clubs.
- Register Club Executives and update the Member Club list (including email Contact List).

MAAA have called for Expressions of Interest to design and build a new Database – should be interesting in seeing what they come up with.

Newsletter Editor Robert Masters

This has been a relatively uneventful year, during which I have consolidated the format of the Newsletter and, with the assistance of the many contributors I believe we have an informative and interesting publication with a lot less impact on my time management than was originally the case. Thank you especially to all the regular contributors.

At the risk of sounding like a broken record, I am always on the lookout for material although occasionally I do have to hold over stuff till a following issue in order to keep the number of pages under control. If something you send in doesn't make it in the next issue, don't worry, it will get there. While I'm at it, there must be a million photos out there good enough for the front page - I seem to scratch around every month and would really love to build up a stock that I can choose from.

We've been seeing page after page of flyers for various scale, fun fly and competition events and it would be great to get a rundown of how they transpired as well as a swag of pictures - I don't see too many so how about it?

On a final note, as has been previously indicated, we have been seeking quotes from alternate suppliers for printing and distributing the hard copy version of the Newsletter in an effort to reduce those costs if possible. As it transpires, we were pretty close to the mark but are hoping to be able to achieve a small reduction whilst in the main remaining with our current providers who have provided reliable service over many years.

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

The year has been busy with the usual compliment of display approvals being sought and happily issued by CASA. It's now very clear that the late Bob Davison's tireless work in this role prior to myself continues to pay significant dividends for our members with good relations with the regulator leading to fast and trouble free approvals. A number of clubs have embarked on having their flying sites "approved" by CASA (as opposed to being "registered" with MASNSW). This fast and simple process allows flying sites to be marked on aeronautical charts where needed and saves the need for specific display approvals each time a display is conducted at the site.

It has been disappointing to note that the CASA fees in relation to display approvals have increased to around \$240. Applicants following the great examples in MOP19 regarding the preparation of approval requests have the fastest turnaround times and lowest cost. Where CASA has not been happy with details (usually the quality of maps pertaining to the approval) costs have tended to be higher.

Recently we were finally able to bring to conclusion the approval for Dubbo Model Aircraft Club to operate a satellite field in the Lake Cargelligo area. What has been significant regarding this approval is the field in question lies immediately under the downwind leg of the Lake Cargelligo airport circuit. Through the persistence of this group of modellers and ongoing discussions with CASA it now appears

this approval is imminent albeit with a few basic restrictions. It's a good example of the flexibility the regulator shows us and great use of a site that would otherwise have been dismissed as a model flying area.

From my point of view the much discussed changes to MAAA MOP19 have injected some flexibility to the running of displays allowing some very competent pilots to now display their aircraft where they would have previously been disallowed.

A reminder that I'm always happy to help in preparing a display application and the display application procedure is simple and fast in most cases. It's a great way to advertise the sport and attract new members.

The coming twelve months will see the continued issues with regard to unaffiliated persons operating FPV equipment well outside MAAA MOP 66 if the last few months are anything to go by in addition to CASA watching the increasing number of park flyers operating in areas unsuitable for model aircraft such as airport approach points etc.

Chief Flying Instructor Bob Carpenter

2011-12 has been a very interesting year in the area of Flight Training.

MAAA at the Special Flight Instructors Seminar in October 2011 accepted our proposal on changes to the Instructors Training Systems and our system of Courses/Workshops are being introduced Australia wide. Queensland through a situation caused by the resignation their Chief Flying Instructor requested MAS to help out and we were able to provide a course for MAAQ in Townsville. This course was very successful and we will once again be providing a weekend Course/Workshop on the 16/17 June in Brisbane. All expenses for these courses are paid by MAAQ.

As a result of accepting the new way of training courses MAAA and MASNSW, with all other state organisations is reviewing and updating all manuals, log books and exams in all areas. This whole change will take a couple of years as no one is being paid for the efforts required to do these jobs.

Our Courses this year have had attendances of over 20 at each course. The change to the presentations, using hired facilities with access to projectors and on line Internet has been very well accepted. It shows me that we are providing a service to a standard required by our members.

I am sure that we will see continual change in the Instructional area over the next few years as both Radio Modelling and Technology change.

I thank the membership for the opportunity to be your Chief Flying Instructor.

Public Relations Officer Steve Norrie

I have received two quotations for construction work at the Cootamundra property, these being for the erection of a mezzanine viewing platform within the existing building and for a shower to be built onto the end of the existing amenities. These have been entered into correspondence for the general meeting.

I am still waiting for a quotation for a watering system for the operational area.

The condition of the field continues to improve now that the rain has eased off (for now).

The gas bottles for the kitchen need to be refilled this will be arranged over the next few weeks.

Education Officer Mike Close

This is a very brief report as there is no need to repeat detailed information from my Monthly Reports.

With the notable exception of the activity in Shoalhaven I have received no real reports during the year of education activity within the clubs of NSW. I do hope that next year the Education Scheme can receive a new impetus. Once a new MAAA Education Subcommittee is in place I would like new ideas to be discussed. After that a much revised education program can be launched with a wider scope of both ideas and material. This process should involve as many as possible who are interested and have ideas and feedback to contribute. It was never the intent to limit what could be undertaken but providing cross-fertilisation of successful ideas helps everyone.

For an Education Scheme to be successful it does require the enthusiasm and support of everyone to promote both the concept and the implementation. This has to start nationally then very much at State level and down to the clubs. Without that, the implementation is almost inevitably going to be patchy.

State Flying Field Secretary Steve Norrie

Firstly I would like to thank the committee for their assistance and support throughout the year. I would also like to thank the Cootamundra Aeromodellers Association members for arranging meetings with Council etc. and for the great job they have done maintaining the runways.

As a result of the tenant who was leasing the back paddock not renewing his lease we now have only one tenant to manage and we are no longer relying on an agent, Mrs Emonson our neighbour to the north has chosen to lease the whole property less the area that we use exclusively.

When Mrs Emonson took over the back paddock, she discovered a noxious weed known as St John's Wort, we have agreed to treat this infestation as it was already present when she took over. On investigation it has been noted that the best time to attack this problem is September/October.

I have received two quotations for construction work at the Cootamundra property, these being for the erection of a mezzanine viewing platform within the existing building and for a shower to be built onto the end of the existing amenities.

The Cootamundra Aeromodellers Association members (the resident club) have installed a 4.8 metre gate in the pit fence to allow large models to be manoeuvred into the pit area.

Cootamundra Council have top dressed and rolled the runways (at a most reasonable rate), I have it on good authority (the Large Scale Aerobatic Group) that the runways are now "absolutely great to fly off".

The resurfacing of the entry roadway is underway with the first layer complete. The contractor has advised that once the rain backs off and his workload reduces he will finish the job. We have not paid anything for it as yet either.

I already have eight weekends booked for the upcoming year.

This is your field to use, and as you can see above, improvements are being carried out on your behalf as funds permit. Travelling time to Coota is approximately four hours from Sydney, with freeway conditions most of the way.

For bookings please email me at publicrelations@masnsw.org or by phone on 0418874740, please leave a message and I will call you back.

Other Reports:

MASNSW Strategic Directions MASNSW Executive

The Executive of MASNSW have reviewed the way in which we work both with and for our membership, and in an effort to prioritise and develop a strategic plan for the future we have identified areas that we believe we all should be looking at. The Executive welcomes feedback from both clubs and individuals on the following areas;

Safety audit of all fields

From our dealings with government bodies and other organisations as well as taking into account the Insurance policies that we have in place the Executive believes it would be a proactive step for all clubs to conduct a safety audit of their operations on a regular basis.

The Executive will prepare a safety checklist. Club Managements would then be in a position to look at their respective operations and if required be in a position to possibly update or change their procedures. The main point is that we will be aware of any shortcomings and all clubs will be working to the same standards.

Please note that we do not require Clubs to report their findings back to MASNSW. This will be an internal club document and if carried out you will then have a positive record in case of incidents.

Annual Dinner

MASNSW has over the years provided an Annual Dinner for Life Members and as those numbers have decreased it was expanded to include the presentation of trophies for Point Score Events.

Due to other pressing administrative matters we have not been able to hold the 2012 dinner up until now. The Executive believes that if we host a dinner it should be a worthwhile venture and have the support of a large number of members.

We are requesting feedback on the idea of continuing with the dinners and any suggestions on where and what time of year. Also would you like a guest speaker, music and dancing, and any other suggestions.

If we do not have the support of the membership it is not worth spending the time and resources.

MASNSW Funds

As we have detailed in other reports, MASNSW will own the Cootamundra field after making final payments at the MAAA Annual Conference in May. This then removes a substantial expense and the Executive have proposed that we decrease the membership fees for the coming year in light of this reduction in expenditure.

The policy of the current Executive is that we do not ask any extra from our members other than what is required to run the association. The feedback we need from the membership relates to our long term policy on funds.

Do you wish us to run the association on a minimum of funds or would you agree to paying slightly more and then the Association provides grants and other items for both the clubs and membership.

If you agree with this, let us know what you believe would be areas that the association can support the clubs.

Club Membership

MAAA and MASNSW are continually pushing forward to sell the benefits of Radio Control modelling to new members. Whilst this is completely acceptable from an organisational point of view we at MASNSW are also hearing that many clubs have their books closed or restrictions on new members.

Clubs are where we need the membership; therefore, we need all clubs to advise the MASNSW Executive what restrictions you have, if any, on membership. This will then allow us to direct new members to those clubs that have vacancies.

Council Parks and Park Flyers

There is a trial program being conducted in Western Australia to work with local councils to help them identify local parks that can be used for flying of “Park Flyers”. Reports from the study show that councils are welcoming this approach as there are many enthusiasts using council parks for flying of models. Councils are very concerned that these people are not members of any organisation and do not carry insurance.

Following the reports of the trial program at the MAAA Conference it is the intention of MASNSW to try and work with councils to try and obtain more sites for flying.

We are not trying to take over “Park Flyers” but the councils are looking for a way in which they can safely provide facilities. This could be a win-win situation for all flyers.

Another State (MASNSW) Field (Owned or Leased)

Now that we own Cootamundra we would like feedback from our members on the proposal to obtain another field.

There are many ways in which this can happen. A field can be purchased by MAAA and leased or purchased back by MASNSW. A suitable field may be available for MASNSW to purchase or lease directly.

We need your input on whether you would like us to progress this proposal.

It is also important to identify where a field would be available and suit the majority of our members. Please take into account that the location will have a large impact on the price. As an organisation MASNSW needs to ensure that any financial burden undertaken will benefit the majority of our members.

MASNSW Sponsored Public Displays/Rallies/Expos

In light of the changes to MOP 019 regarding Public Displays and the administrative challenges that have taken so much of the Executive's time over the past 6 months we believe that it is important to be involved in the holding of Public Displays, Rallies and Expos to showcase our members talents and also act as a very positive Public Relations exercise.

The Executive welcomes applications for these events and will provide the necessary experience and expertise to assist clubs in these ventures. We will also be looking for MASNSW to organise these events to assist our members in obtaining the necessary skills required and the knowledge of all the necessary administrative requirements.

Banking

The MASNSW Executive will be looking to make the necessary changes to our Constitution and put in place an on-line electronic banking system.

MAAA and many clubs now use these facilities and in an effort to streamline the administration we believe that it is time that we embraced these technological changes.

We will advise all clubs as soon as we have the necessary systems in place.

Constitution

We have been examining our current Constitution and are implementing a review of all the requirements by the NSW Department of Fair Trading and the current rules.

It is our intention to revise the constitution, remove all specific dates and monetary requirements. These areas will be covered in a separate document (By Laws Regulations etc).

The aim of this exercise is to make a more practical document that allows us to make the necessary annual changes on fees, dates etc. without resorting to the cumbersome process of using a Special General Meeting.

We will be providing the current Constitution for all clubs on the MASNSW web site and when the changes are made the proposed Constitution will also be available on the web site. Formal approval of all changes will be voted on at the 2013 Annual General Meeting.

What does the membership want from MASNSW

All of the above are the strategic plans that the current Executive have identified that we believe are needed to improve the administration of the organisation. Many of these areas will have positive flow on effects to our members.

We would ask that all affiliate members feel free to identify areas of need and provide these ideas and suggestion to the Secretary. It is only through a continual process of change and improvement that we can maintain our position as one of the leading organisations in Australia.

Motion to accept Reports as received

Moved: WRCS **Seconded:** PRCAC **Carried**

Setting of the Annual MASNSW Affiliation Fees 2012-13

The President then addressed the meeting on the issue of the annual MASNSW fees, in light of the Strategic Directions report.

	2011-12	2012-13
Senior Post	\$64.00	\$60.00
Senior email	\$54.00	\$45.00
Pensioner Post	\$53.00	\$53.00
Pensioner email	\$48.00	\$45.00
Junior Post	\$35.00	\$30.00
Junior email	\$30.00	\$20.00
Half Yearly fees		
Senior Post	\$39.50	\$39.50
Senior email	\$39.50	\$39.50
Pensioner Post	\$34.00	\$34.00
Pensioner email	\$34.00	\$34.00
Junior Post	\$22.50	\$22.50
Junior email	\$22.50	\$22.50

Moved: HSL **Seconded:** CMAC **Carried**

President requests that Secretary, Treasurer, Registrar and Newsletter Editor leave the meeting.

Review of Honorariums

Position	2010	2011	2012
Secretary	\$1.95	\$2.00	\$2.05
Treasurer	\$1.95	\$2.00	\$2.05
Registrar	\$1.85	\$1.90	\$2.05
Newsletter Editor	\$1.85	\$1.90	\$2.05

Discussion of the honorariums and in accordance with previous years it was considered against the national CPI increase which was 2.1% (Weighted median CPI March 2011 to March 2012).

Moved: WRCS **Seconded:** PRCAC **Carried**

Election of Office bearers for 2012-13

The President declared all Executive positions vacant and invited Mr Colin Simpson from WRCS to act as the returning officer for the election of office bearers.

Prior to election of office bearers Col Simpson addressed the meeting:

“On behalf of the membership of MASNSW I would like to congratulate the sterling work of the Committee. I am very aware of the significant issue that the Committee have been dealing with over the past 6 months and would like to commend them on the patience and grace that they have shown in dealing with this matter.

The manner in which the association has been run reflects very well on the Executive and you should all be congratulated.”

The nominations were then read to the meeting, there being only a single nomination for each position the Returning Officer declared the Executive re-elected.

The President thanked the Returning Officer and the members for their on-going support.

General Business:

The first item of General Business is:

The next Annual General Meeting of MASNSW will be held at the Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta on the 10 May 2013. The meeting to commence at 8.00pm, (2000hrs), All Members, Observers, and Visitors are welcome.

There being no further business before the meeting, the AGM was declared closed at: 10.20pm



Jason Mann 2.6 meter Composite ARF Edge 540 at Cootamundra

Photo courtesy Gil Nafte(SMAC)



CRIMMINS & CO.

Certified Member Accountant | Business Consultant | AFRSAP 2011/2012

INDEPENDENT AUDIT REPORT

To the members of Miniature Aero Sport NSW Inc.

Scope

We have audited the attached special purpose financial report, comprising balance sheet, profit & loss statement and accumulated members funds for the year ended March 31st 2012. The Club's management is responsible for the recording of financial information and have determined that the accounting policies used are consistent with the financial reporting requirements of the Associations constitution and are appropriate to the needs of the members. We have conducted an independent audit of the financial reports in order to express an opinion on it to the members of Miniature Aero Sport NSW Inc. No opinion is expressed as to whether the accounting policies used are appropriate to the needs of the members.

The financial report has been prepared for distribution to the members for the purpose of fulfilling the Committee of Management's financial reporting requirements under the entity's constitution. We disclaim any assumption of responsibility for any reliance on this report or the financial report to which it relates to any person other than the members, or for any other purpose other than for which it was prepared.

Our audit has been conducted to meet the requirements of the Association's constitution. The constitution states that a duly qualified and independent auditor be appointed to examine the income & expenditure account and balance sheet of the Association at least annually. Our procedures included examination, on a test basis, of evidence supporting the amounts and other disclosures in the financial reports. These procedures have been undertaken to form an opinion whether, in all material respects, the financial report is presented fairly in accordance with the cash basis of accounting whereby revenue is recorded when it is received, expenses are recorded when paid. Accounting Standards and other professional reporting requirements are not applicable to the cash basis of accounting adopted by Miniature Aero Sports NSW Inc.

The audit opinion expressed in this report has been formed on the above basis.

David Crimmins B. Com CPA

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Certified Training Accountant | Business Consultant | CRN 127846938

Qualifications

As is common for organisations of this type, it is not practicable for the Association to maintain an effective system of internal control over subscriptions and other fund raising activities until their initial entry in the accounting records. Accordingly our audit in relation to income was limited to the amounts recorded.

Crimmins & Co have not engaged in any reconciliation of membership fees to the number, and various categories of members of the Association. We do note however that the relationship between membership income recorded and MAAA fees is consistent.

We make the following points to the members pertaining to the audit:

We have sighted and examined the original bank statements of all bank accounts reported in the balance sheet, and in our opinion they appear bona fide originals. No formal written certificates of bank balances have been obtained as at March 31st 2012 from the Commonwealth Bank.

The physical existence and standard of the computer and office equipment of the Association has not been inspected or verified by Crimmins & Co. Given the age and small carrying balance these minor assets were expensed out in the previous reporting year. There has been no major expenditure in this area for the 2012 year.

During the last twelve months the entity has made significant vendor finance payments to the MAAA in relation to the acquisition of the Cootamundra airfield. We have reconciled the loan balance to that supplied by the MAAA. No valuation of the property has been made by Crimmins & Co. The airfield is shown at its purchase price plus stamp duty and legal costs related to its acquisition.

The attached financial statements continue a carrying value of intellectual property rights controlled by the entity for training manuals. A valuation of \$50,000 has been tendered by management for these rights and systems. No opinion is expressed as to the carrying value of this intangible asset. It is suggested that consideration should be given into obtaining an independent valuation of this intellectual property.

David Crimmins B. Com CPA

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CRIMMINS & CO.

Chartered Accountants, Auditors, Business Consultants, Taxation & Financial Services

Other Matters

This year's financial statements continue operation under the new tax system and GST. The Officeholders have prepared Business Activity Statements on a quarterly basis, and lodged returns with The Australian Taxation Office. In the process of preparing year-end accounts Crimmins & Co have endeavoured to make a transaction by transaction allocation of GST from the source documents supplied. While our engagement does not extend to the audit of GST returns Crimmins & Co have lodged a reconciling Business Activity Statement to March 31 2012 and confirm that the attached balance sheet reflects the correct GST liability to the Australian Taxation Office as at March 31 2012. We understand that this liability will be paid by the date of the Annual General Meeting.

During the course of our audit we found that the Commonwealth Bank deducted tax on interest received on working account. We have completed an application form seeking a refund of this tax from the Australian Taxation Office on your behalf.

Qualified Audit Opinion

In our opinion, except for any limitations discussed in the qualifications paragraph above, the financial report presents fairly in accordance with the cash basis of accounting, the payments and receipts of Miniature Aero Sports NSW Inc. for the year ended March 31st 2012 and its cash and equipment balances as at that date.

DATE: 5 May 2012
ADDRESS: Level 1, 385 Port Hacking Road
CARINGBAH NSW 2229

FIRM: Crimmins & Co.
AUDITOR:

David Crimmins B. Comm CPA

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MASNSW 2012-2013 Events Calendar

(Compiled 16/5/2012)

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

May 2012

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 Alfred Pye Memorial	Coonabarabran	Richard Knox	0417 483 689
* 26-27	NSW Large Scale State Titles	Taree	Dean Erby	0437 397 451
27	Werrington Park MAC 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
9-11	NSW F3C Helicopter State Titles (Includes Team Selections for 2013 World Champs)	State Field Cootamundra	George Atkinson	0414 972 118
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
14-15	Scale Event – Pilots Choice	Gunnedah	Paul Hartley	0438 421 926
14-15	Scale Masters	Metford	John Rolfe	02 9734 6288
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
12	OS Day at WRCS Belrose	Belrose	Col Buckley	0418 239 952
18-19	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
9	Dubbo Fun Fly	Dubbo	Mike Leys	0429 634 767
14	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
14-23	Manilla Slope Festival (Glider)	Manilla	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

01	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
* 13-14	NSWSAS Scale Round 5	Cootamundra	John Rolfe	02 9734 6288
* 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
20-21	NSW Thermal Titles & Mildura Open Thermal	Wentworth	Garry Whitfield	03 5022 7708
* 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 Millen'm 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	Illawarra	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			

Scale Matters

Alistair Heathcote
Secretary NSWAS

A CORSAIR STORY

In October 2008 I visited the British Fleet Air Arm museum near Yeovil. Although the museum was in upheaval preparing exhibits for the 100th anniversary of flight in UK, the Corsair exhibit was fully on display with all placards in place. I have looked at this exhibit before but not studied it until now. The museum approached the work necessary in a way not typical of aircraft museums – they preserved it instead of restoring it – and here is the story behind the display.

The Museum Challenge

- Could they uncover, return to and preserve the original finish?
- Is this work important and worth the time?
- Decided 'yes' and they hoped their approach on this aircraft – KD 421 – might prompt other museums and collectors to think before they 'unpaint' and then re-paint.
- Having been successful in their mission, this aircraft is now the last Corsair in the world in totally original service condition and is an extremely accurate and valuable reference source.

The Aircraft – Corsair KD 421

- Built under licence by Goodyear Aviation in 1944
- Delivered by ship to the UK in November 1944
- Joined the Fleet Air Arm (FAA) in Jan 1946 with Squadron 1835. Ended service life in Jan 1946 with Squadron 768 and then became a static training aid at Cranwell College.
- Transferred to the newly opened FAA Museum in 1963, painted and put on display

- In 2000 moved to the restoration facility in the museum for in depth survey and action. The results and findings have proven –
- This is the only complete FAA Corsair in existence
- Is one of only two remaining FG-1A type out of 50 Corsairs remaining in the world.
- Is now the last Corsair known to exist in its original WW2 condition.

Findings during Project Activity

- The aircraft was repainted in the wrong colour blue in 1963 when it entered the Museum. In 2000 this was painstakingly removed using tapes and scrapers, to expose the original 1944 paint finish.



- Investigation of damage discovered on the propeller showed the aircraft had a landing

accident on 27th Sept 1945. A maintenance card was found in the Museum Archive that also gave the pilots name. Also helped prove that engine and propeller were those originally, factory fitted.

- The hand applied, original factory serial numbers applied to the cowl and fuselage on the assembly line, were still evident.



- The gas reactive patch (a red ring on the left hand wing, in full view of the pilot) was still evident. The last known example of this from WW2.
- Many original WW2 markings revealed such as – original roundels, factory applied stencils, dull red gun port tear off strips, remains of tape strip used to cover parts of the folded wing during transit across the Atlantic by ship.
- On the tail, beneath the factory applied dark blue paint is green and grey camouflage paint. Research showed that this tail was a left over from Brewster production after their factory was closed in

June 1944. These are the only known Brewster Corsair parts in existence.

- The E2-M Squadron code markings date from time with Squadron 768. Beneath these were discovered a single letter 'S' dating from its earlier time with Squadron 1835. There was also a colour change from white to pale blue as the change in Squadron saw a transfer from Europe to the Far East.



This relates a few of the many interesting findings that are detailed on the display boards around the aircraft. Close examination of the actual aircraft does not always reveal the recorded finding clearly as, for some reason, the museum has illuminated this and other aircraft with sodium yellow lighting. This significantly distorts the colours and the colour contrasts making successful photography somewhat difficult. Flash photography was not successful either. Anyway, I have included some photos of the aircraft for your appreciation.

What a finishing challenge for anyone trying to reproduce a model of this one!!! – it sure would be different.

www.nswsas.com.au

Alistair Heathcote
Secretary of the New South Wales Scale Aircraft Society

Ernie Holden, Nancy Bird Walton & the Beechcraft B80 Queenair

Dave Middleton
WPMAC

With Dave Middleton's (WPMAC) permission, the following article first appeared in the November 2010 edition of the Club's newsletter. Ernie is a long time member of the Werrington Park Model Aero Club.

"Following the article in the August edition (of the WPMAC Newsletter) on Ernie's solid model De Havilland Leopard Moth, he had previously built a flying model (control line) of the Air Ambulance Beechcraft B80 Queenair. This model is now on display at the Air Ambulance HQ at Mascot Airport. The build took him nearly two years during 1970-71. Below are a few photos of the model from that era but I'll let Ernie tell the story over the next few pages, reproduced from an article he did for Airborne which appeared in the January 1973 edition of that magazine".



AIR AMBULANCE "DANCE" - 1/14th SCALE, HOBBY
1978



\$3000 AIR AMBULANCE

by Ernie Holden

One Sunday afternoon in April, 1970, I went to Mrs. Nancy Bird Walton's residence at St. Ives at her request to help organise the Air Ambulance Solid Model Competition that she had decided to hold.

(Mrs. Walton O.B.E. is a famous Australian aviatrix who learned to fly under the late Sir Charles Kingsford Smith back around 1933. Nowadays she engages in a great deal of charity work and was instrumental in raising the finance for the first Air Ambulance aircraft VH-AMB. With the co-operation of the N.S.W. Bowling Association she then helped raise money to fly their second aircraft, VH-AMG. At present there are three Air Ambulances operating with the N.S.W. Ambulance Transport Service Board – the third aircraft was delivered late last year (VH-AMQ). All of the aircraft are the same model – Beechcraft B-80 "Queen Airs" with a few minor alterations).

While talking to Mrs. Walton about making the competition for "solid" models, I suggested flying models of the Air Ambulance, but as she pointed out the solid models would be better to move around the State and would stand up to a lot of wear and tear.

Over a cup of tea it was arranged that I would build a flying model for her and she would finance the model. The power plants, two O.S. Max H-35's were purchased from Hong Kong so saving a lot of the cost. The model cost \$130 to build (with motors at Australian prices).

Mrs. Walton arranged with the Air

Ambulance for me to inspect the aircraft and also contacted Hawker De Havilland to obtain full details of the "Queen Air".

The Beech Company at Bankstown Aerodrome were kind enough to loan me the "Maintenance Manual" and "Spare Parts Manual" and after many hundreds of measurements and some eighty hours, over a period of three months, I had the plan drawn up and the templates on cardboard.

The floor, fuselage crutches and fuselage station were all made of 1/8" plywood as they had to be very sturdy to make a scale thickness effect with the inside skin 1/16" sheet balsa and outside skin 1/8" balsa sheet. Many of the parts were made exactly as the full size aircraft, e.g. elevators, rudder, aileron and flap hinges, door locks and baggage compartments. The undercarriages were spring loaded and packed with rubber buffers.

In the following twenty-two months of construction, I visited the aircraft on about five occasions and each time something had been altered both inside and outside.

One alteration – an aerial was strung from the tail fin to the starboard wing near the tip. As ice continually weighed it down and broke it, it was moved from the wing tip to the starboard rear engine nacelle so that the aerial would cut into the airflow at a sharper angle and not put a heavy load on it.

It also appeared that each time I inspected the aircraft I noticed more mistakes I had made with my model

and plan.

The wings on my model are 1/8" ply and balsa ribs with 1/8" balsa sheeting with about 10 coats of sanding used before 8 coats of white enamel paint, brushed on very thin to give a very soft and "no brush marks" finish. Dulux "bright" red was used for the main trim as this was the closest match with the full size aircraft. After painting was completed, all plastic window panels were placed in from the inside and frames inserted. These were clear varnished to hold them in place.

My wife made up the stretchers, curtains and seat covers, etc. She even put nappies on the two babies in the humicrib which can be carried on the aircraft if needed. The stretchers can be moved around as per full size aircraft.

The model has 12 lights installed – 3 interior, 4 landing lights in wingtips, 3 navigation lights and 2 flashing anti-collision beacons. The circuit is 6 volts and generally runs off a transformer as the four batteries in the nose only keep the 12 globes in operation for a maximum of 10 minutes.

The aircraft was finally completed after twenty-two months and one thousand and forty-two and a half hours (I kept a chart with every fifteen minutes that I worked on the model marked) and I used thirty-five tubes of "Hobbyco" glue – the large 35 cent tubes then!

The aircraft was test flown on a very windy Sunday afternoon on 26th September, 1971 at the Scale Model Aircrafts flying field at St. Marys.

(4)
AIRBORNE

I was relieved to get her down in one piece after a very fast short flight before which I had declared "I am only going to taxi her around for about 20 laps to feel her out". Even though she weighs 13 lbs. with ½ throttles she seemed to gather about 20 knots after one lap. I had to force myself to throttle her right back to slow up her gallop.

Anyway I had proved she could fly!!!

The aircraft is now insured with the N.S.W. Ambulance Transport Services Board for close to \$3,000 to be used in displays and advertising, etc. (it is not covered for flying).

It appeared in the Royal Easter Show this year and will be taken to many country shows after Christmas with district Ambulance stations, coming home now and then for me to dust her inside-out, change globes and repair damaged wingtips and paint scratches. ●



Notice interior detail including respirator.



The exterior attention to detail is equal to the interior detail. Truly a superb model.

MODEL—SCALE 1¼" = 1 foot.

Wingspan: 62-13/16 inches.

Stabilizer Span: 21-25/48 inches.

Length: 44-18/48 inches.

Height to top of fin: 17-11/12 inches.

Wing Area: 367½ square inches.

Power Plants: Two x O.S. Max. H35's (6 c.c.)

Propellers: 10 inch x 6 inch 3-bladed "Tornado" Nylon.

Main Wheels: 65 m.m. semi-pneumatic.

Nose Wheel: 60 m.m. semi-pneumatic.

Weight: 13 lbs.

Electrical System: 6-volt.

BEECHCRAFT B-80 "Queen Air" — VH - AMG

N.S.W. AMBULANCE TRANSPORT SERVICE BOARD

FULL SIZE.

Wingspan: 50 feet 3 inches.

Stabilizer Span: 206.7 inches.

Length: 35 feet 6 inches.

Height to top of fin: 14 feet 2.6 inches.

Wing Area: 293.9 square feet.

Power Plants: Two "Lycoming", 6 cylinder, fuel injection, supercharged IGSO-540-AID engines, rated at 360 h.p. at 3,200 r.p.m. at sea level and

380 h.p. at 3,400 r.p.m. for take-off.

Propellers: 3-bladed, 7 feet 9 inches diameter "Hartzell", full feathering, hydraulically controlled constant speed.

Landing Gear: Main wheels—8.50 x 10 8-ply tyres, 24½ inches diameter, 6 inches wide.

Nose wheel—6.50 x 10 6-ply tyre, 21 inches diameter, 6 inches wide.

Wheel Base: 12 feet 3½ inches. Tread width 12 feet 9 inches.

Weights: Empty, dry weight 5,060 lbs. Gross Weight 8,800 lbs.

Maximum Speed: 248 m.p.h.

Electrical System: 24-volt.

Control Surface Travel: Aileron -20° up and down, Aileron tab 7½° up and down.

Elevator—25° up, 15° down.

Flaps—0°, 15° thru 30°.

Rudder—26° left, 24° right.

Rudder Tab—30° left and right.

A Jet Turbine Powered Foamy

Joseph Frost - BCRCF

“Golden Widow” continuation build log.

This is the second part to my "Golden Widow" project build, hoping to fly it ASAP but the weather doesn't seem to be kind. Sick and tired of it! On other hand I'm not in any hurry as I built this project 3-4 months ahead of my planed completion in mid May. On Sunday I maiden the "Twin Widow" that I also mentioned in Part 1.

Over Christmas and Boxing Day I completed my flight trials with the 90mm EDF prototype in almost perfect weather conditions, working out all avionics and my “centre of gravity” position which was the main task of this exercise. Being fully satisfied with the model's performance, the next day I started on the Golden Widow project by laying down sheets of foam and with the help of my calculator started to copy and enlarge at the same time the main frame of the model. The CofG spot was located and an area cut out for the placement of my 2+ litre fuel tank. As this model has a very shallow profile the rather high fuel tank had to be sunk deep into the foam to fit in. Leaving few centimetres on each end for future adjustments the main frame

lamination process commenced. This is the part of the build I least enjoy as it requires lot of epoxy mixing and spreading it between the sheets of foam. Six carbon fibre spars were added for extra strength and stiffness. I use slower cure epoxy during this part of building to give me enough time to be able to correctly align pre-cut sheets of foam. To further strengthen the frame, three plywood former fins were epoxied on the bottom along the length of triple foam layer air frame. Each fin is finally reinforced with 45deg. foam formers giving me a super light but extremely flex free flat fuselage. This is further lined with balsa leading and trailing edges using faster cure epoxy. Next comes the easier, upper frame construction and the double wing layer for more strength. When this is complete, I mix slower cure epoxy with microballoons to fill in all visible join gaps in the foam. After this cures I sand the whole frame and, after applying a primer colour it's easier to spot other imperfections in the frame so light fill-in putty is used to fix these.

Strengthening the bottom half of the fuselage



Preliminary engine installation



The hardest job is done and this is normally the time I really start enjoying my build. The power unit comes next, working out the placement and while using various plywood formers the jet turbine unit is preliminarily fitted to the frame. Due to the high exhaust heat the

turbine unit is fitted far back in the fuse and high enough not to affect the foam. Considerable up thrust has to be set to the power unit to compensate for being fitted well above the centre line of the fuse and with each model it is trial an error to set this correctly. To follow, comes the layout and installation of the turbine hardware and electronics. This is normally done to minimize the length of any leads and fuel lines and try to keep all major electronic components away from any items likely to create interference.

Aileron and elevator control surfaces were made up next by laminating the foam with balsa inserts for hinging, shaping to tapered profile and aligning with the trailing edges. Using five pin hinges on every control, each was later epoxied to the air frame, fitted with control horns and hooked up to metal gear servos using heavy duty hardware links. Each servo is fitted with screws to the ply formers bonded to the frame and additionally glued liquid nails for peace of mind. Servo extension leads of the correct length were fitted to the fuselage prior to air frame completion and each joint was soldered so as not to rely on plugs and sockets.

While painting the model and preparing the gold leaf base I started working on a simple but very strong fixed landing gear using alloy parts. Gear is fitted to a plywood base which is well epoxied to the model's belly. At this stage I also started laying down 24 carat gold leaf to the drawn areas of the fuselage. While using one hour cure size, gold leaf application takes a lot of skill, experience and holding your breath as the delicate leaf can blow away with the slightest breath.



This will be the highlight feature of this model not only being the only jet turbine powered foamy but with the unique finish. To contrast the gold leaf I selected a dark almost black, royal blue colour scheme which is all hand painted using water base satin finish paint. To make this job easier I have hand painted all the logo work and laid the gold leaf to panel sections, which were later epoxied in. The huge almost 9feet long fuselage would make this job very difficult if tried to do it as a complete model. I

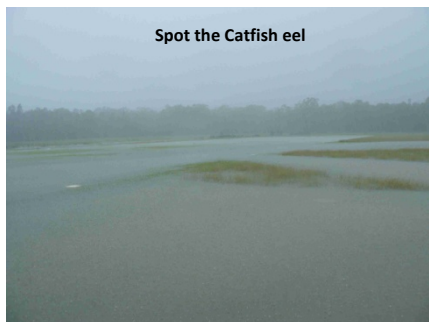
must add, that to handle this model takes extreme care, it being so large and as soft as a "marsh-mellow" but after building more the 100 foamy models over the years I have learned the tricks by now. I just love this material, firstly for being so cheap, extremely light and strong when combined with carbon fibre and so easy to work with. I don't have any intentions ever, to build another kit or ARF model. Another reason for using this material is that you can let your imagination go wild and create anything you desire.

The inside of the fuselage was fully sealed off using a few coats of gloss paint and with a drainage tube installed in the fuel tank sump area just in case of any accidental fuel spill. After this is all complete the most exciting time comes - spooling up the engine for the



first time after filling up the fuel tank and a thorough ~~check of plumbing and engine first calibration~~ performed by following the instruction manual and few test runs along the strip and range check is also done. Everything works to perfection except the weather for the maiden flight. Most of the fields where I could test fly this model are totally flooded due to this abnormally wet summer season so the only thing to do is to put it under the table and wait for an improvement in conditions.

Our flying field was recently so wet that all that I could fly was model helicopters and on one occasion after landing my chopper, only few meters away I spotted something moving in the large paddle. And there it was! At almost two feet long a catfish eel stranded in the middle of the field. I have never fished in my life, but this was my flying trophy of the day! And yes, it tasted delicious for the next three dinners.



Spot the Catfish eel

Unfortunately the rain keeps on coming, and to travel a long distance whilst trying to arrange a jet turbine inspector and good flying weather does not always work so I decided to build another model in meantime.



This time, largest and the most powerful twin EDF foamy. "Twin Widow", just under nine feet long with a five feet wing span. I used the same building method as mentioned above but used only two servos for to

provide elevon control. Power is supplied by two 90mm alloy fan units with 8-9kg thrust output at the huge 240

amp combined current draw on 30 volts. Being such a simple Delta wing design I managed to build this model very light under 7kg AUW. Expecting it to be a floater at only 60gram/dm2 wing loading I decided to test fly it the day I completed it at my club's slightly wet grass strip. My only concern and worry was

the CofG position but it all dissipated as soon as the model rotated gracefully and steadily climbed to safe height to do my initial flying trials. An absolutely delightful model to fly with impressive twin EDF sound.



Another attempt yesterday to fly the "Golden Widow" had to be cancelled due to the storms so another wait, hoping the month of March will settle a bit.

Look out for my next article on "TRIPTYCH", my largest and most powerful EDF foamy yet - 7.5Kwatt, 127mm Ramtec central power unit supported either side by a 4Kwatt, 90mm booster unit creating 15-17kg thrust running on 28S/105volts/400-amp draw current, combined

Joseph Frost.

My Name is Mel Suarez. I am an RCholic.

Reprinted from The Burlington RC Flyer's Newsletter, 11 February 2003
http://www.burlington-rc.com/newsletter/brcf_newsletter_2003_02.pdf

The guests were coming at 7 pm. I was leaving the house at 12:30 to fly my chopper for the first time in my life. She asked me to get home in time to help out and I did! Hey, I got home at 6:15 – plenty of time. Well it wasn't, she was livid. The truth is I am an RCholic. It's been 5 days since my last bout with flight. At that time, in 18 inches of snow I conned my friend and fellow addict, Victor, to hand launch a pattern plane (!) in the snow. The 1st time it barely made it over the snow but it was a sweet flight. The next two times it did not go as well for whatever reason and so I watched him fly. You know you're an RCholic when:

- you jeopardize your marriage or relationship and to fly for 5 hours and there's company coming.
- when you gawk at the blue water tower every single time you drive by looking for mechanical birds in the sky (almost driving into the other lane).
- you get up early during the week to work on your plane.
- you call up your flying buddy more often than your significant other.
- you pass a field, any field, and mutter under your breath, "Man, could I fly there!".
- you fall asleep planning your next plane or manoeuvre.
- you stop at the field "just for a few minutes" just to watch "on your way" to do an errand.
- your clothes start to smell funny or when you love the smell of burnt fuel.
- you stop for a fix on the way home from work.
- you come home with a smile on your soul.

Lately, I've gotten into choppers and, I'll tell you what, the intensity and thrill of that first flight rivalled that feeling the first time I took the controls of my first airplane. It was totally intoxicating - Christmas all over again. Even though I banged up the whirlybird a bit - what's forty dollars - nothing - it was magic!

And some (non-pilots) may ask – what is it that grabs you about flight? Is it:

- the 3D dance in the sky?
- the fact that you are constantly learning?
- the choreography between all the different disciplines – aerodynamics, electronics, propulsion, control, structures?
- the freedom?
- the danger of "buying the farm" – living on the edge of a \$300 disaster?
- the fact that you can do s___t that full scale airplane pilots only dream about?

I took a flight lesson (full scale) this summer and, no foolin', the instructor (who had been flying for 10 years) had never, ever done a loop! Imagine. We do that in a heartbeat any time we want. Give me a break! I knew then and there that I would always be an r/c pilot. The addiction started when I was 7 and my dad's good friend, Ilario Rohas (this was in Cuba, circa 1959) would come to our farm in the summer and fly his control line airplanes for us. That's how it all started. In high school in northern Virginia, I used to hear this beautiful Piper Cub take off from the junior high playground on Saturday or Sunday mornings and go up there and watch him take off and land right from the playground. It was a thing of beauty. That's how it all started and it will end when I'm 6 feet under...if then.

Upcoming Events

New South Wales F3C State Titles



9th June to 11th June 2012—June Long Weekend

MASNSW State Field Cootamundra, New South Wales

Novice, Advance and F3C classes

MAAA Rules apply to Novice and Advance, FBL accepted

FAI rules apply to F3C

(Flybarless models welcome but will not be eligible for placings or team position in F3C)

The event will be a team trial for the Australian F3C team to attend the World Championships in Poland 2013.

Entry Fee - \$ 30.00

For registration or more information, contact George Atkinson

dcfis@exemail.com.au

0414 972 118



RC Precision Aerobatics

23rd -24th June

Hosted by the Manning Model Aero Club (Wingham)

Come and join in the fun and excitement of aerobatic competition

The NSW Pattern Flyers Inc. are holding a two day aerobatic event at the Manning MAC at Wingham on the Mid North Coast on the 23rd and 24th June.

All first timers are encouraged to come along and have a go at the entry level called Sportsman. If you have your Gold Wings you have done most of the manoeuvres. If not, what better way to move towards getting those wings with expert help? If you can loop, roll and perform a Cuban '8', and do a short inverted pass, you can fly the sportsman schedule. We will help you understand what to do, how to set up and tune your plane and fly a demonstration for you, all in a fun and supportive environment.

It is a great sport that has skill levels that go all the way up to representing Australia at International and World Championships.

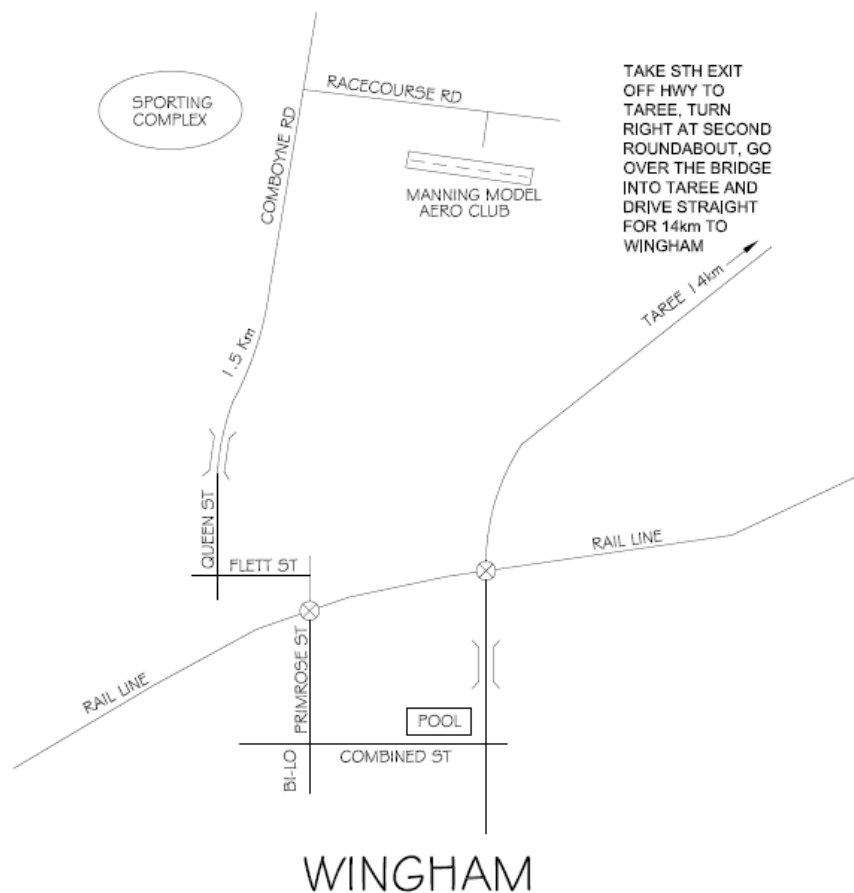
Competition flying is the best way to improve your skills and confidence, so come on and give it a try as there is no shortage of experienced modellers to lend a hand and give advice.

You can down load the Sportsman Schedule and pre register at the NSW Pattern web site www.nswpattern.org.au

The Manning MAC will be providing a Canteen on both days so plan to support their Club by eating up big.

For more information or any question please contact Richard Knox, and 02 4446 1021, or at rpknnox@bigpond.com

Pre registration from the website by 20th June would be appreciated.





GUNNEDAH DISTRICT AEROMODELERS ASSOCIATION

**SCALE RALLY
FOR MAAA MEMBERS**

JULY 14 th & 15th 2012

CATEGORIES

Large Civilian over 70"

Large Military over 70"

Civilian under 70"

Military under 70"

ARF Military

ARF Civilian

TOP GUN

Must be fixed wing prop driven.

Enter as many planes as you wish for the one entry fee of \$20

Camping available at field toilet and shower on site

All categories judged by pilots with judging on Sunday 12pm to 1pm

PER ENTER TO hartleys.electrical@gmail.com with your category model name
your name and club to save time on the weekend thank you

FOR FULL DETAILS

PHONE w 0267420222 ask for Paul or Ken

FOR MAP LOCATION GO TO OUR WEB SITE

www.gunnedahrc.com

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

OS DAY at WRCS Belrose.



If you own an aeroplane with an **OS Engine or OS Brushless Motor**, come along on Sunday 12th August for a very relaxed fly-in at the WRCS field Belrose.

Pilot briefing is at 9.15am and there'll be drinks/ BBQ sausage sandwiches for sale to keep stomach worms at bay.

OS (Model Engines) will be attending and have very kindly donated a brand new OS 95AX IC engine AS WELL as one of their new 50mm brushless electric motors (OMA-5025-375). Major Prizes drawn out of the hat after flying. You have to be present to claim!! All pilots receive a complimentary information pack from Model Engines.

Entry is \$10 per person no matter how many planes you bring. Pay on the day.

All pilots **MUST** pre-register prior to the event. **THERE WILL BE NO REGISTRATIONS TAKEN ON THE DAY.**

To register..send name, club, contact number and number of planes to colbuck@bigpond.net.au. Remember, **ONLY** planes with an OS power plant will be allowed to fly & all participants **MUST** pre-register.

Current MAAA card & MOP forms to be sighted on the day

For details on how to get there – check out the club website at www.wrcs.org.au.

SCALE RALLY

At our Somerton Flying Field
with Sealed Strip

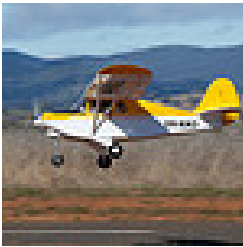
18 & 19 August

Flying starts at 1000 on Saturday

Separate classes for ARF and non-ARF

NEW Static Class (Documentation not essential)

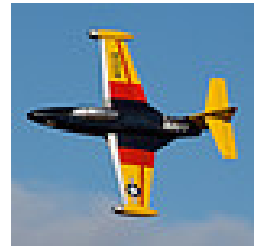
\$15 per entrant (any number of aircraft)



(\$10 for static only)

Open keyboard

Sorry, no 'sports' models



Contact:

Richard Exler 6765 2317

Larry Hoskins 6767 0315

Neil Jewell 6760 6261

Limited generator power with
both 240v AC and 12v DC

Discounted motel rates in
Tamworth available
on application

BBQ breakfast and
throughout the day or
Meals available from
The Roadhouse



2012 NSW Thermal Titles



and Mildura Open Thermal

October 20 & 21

*Wentworth Race course (NSW)
30km. from Mildura*

Lots of prizes and trophies.
Lunch provided each day

***COME AND HAVE SOME FUN IN THE SUN
BRING THE FAMILY***

"PLEASE" HAVE 4 MAN TEAM ENTRIES IN BY 12th. October
For further information, please contact Darrel Blow 03 50230906

E-mail: darrel@bigpond.com

Garry Whitfield 03 50227708

E-mail: thermal9@bigpond.net.au

Or, post to Darrel at 3 Teal Dr. Mildura Vic. 3500.

**Deadline for submissions to
Newsletter #347 (July 2012) is
Tuesday 12th June 2012.**

***Note: there will be no Newsletter in
August so this will be the last
opportunity until the September
issue.***

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