

MINIATURE 
AERO SPORTS
NEW SOUTH WALES INC.



Alistair Heathcote says "Ted Oram's Cub looked good in the October Newsletter. He built it while I was building mine". Modified from the Sig Kit (a Civilian model) to the US Army L4 wartime observation aircraft. The model represents one of the first to fly over the Channel on "D-DAY". A full size of this aircraft has been restored by the son of the original pilot. It is currently flying in the UK. More photos inside.

- Engine is an OS Gemini 120 twin which gives very realistic flight.
- Covering is Solartex hand painted with Humbrol enamels and Aerokote fuelproof.
- Has working landing gear and full interior.

Photo courtesy Alistair Heathcote

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Diary Notes

Next MASNSW Meeting

Friday 9th November 2012, 8:00pm at Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Following MASNSW Meeting

Friday 14th December 2012, 8:00pm at Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Newsletter #351 (December 2012) deadline for submissions Tuesday 13th November 2012.

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

From the Editor

Those of you reading this missive via email will be doing so early this month, necessary because I am heading off for a while so it was a case of get it out early or not at all. I won't say any more at this point other than that it is a well earned break and I will be managing to cram in some aeromodelling and full size aircraft activities - a full report in the next edition.

I've had a few questions relating to information and bulletins on the 66th Nats which is to be hosted by NSW. As most of you will be aware, this Nats is being run as a series of separate events, at different times throughout the year by the respective specialist groups, rather than as a single jamboree style event. Consequently, information will be published as and when it comes to hand from the various groups. More details and an overall program is provided at page 19, followed by bulletins from Glider/Electric Gliders and RC Precision Aerobatics

The MAAA Newsletter has a new look and the first issue is reproduced here starting at page 14. The federal organisation is looking to include articles provided by the various State bodies as a means to inform us all as to what is happening in areas outside of our normal stamping grounds. MASNSW was asked to provide the first such article (thanks MAAA for the vote

of confidence) and to that end you will again see Vasko Serovsk's article on Marco Rebelo's success at the World 3D Masters for RC Helicopters, first published in MASNSW Newsletter #348.

Regular contributor Joseph Frost tells us all about his EDF Hawker Hunter and his experimentation with high voltage (8S) power systems. We also have reports and photos from the Helis Downunder Fly In and the 29th Twin Cities Float Fly in the Club News section. Scale matters with Alistair Heathcote makes a return on page 28 after some time off over the last few months due to space being tight.

Lastly, I found a nice little programme on the web which enables me to generate themed "Find a Word" puzzles. My first effort is on page 38 and is based on current and defunct model kit manufacturers (how's your memory?). I've also found a crossword generator and will look to include one or the other in future publications. Solutions will be published in the following issue.

Well, that's me for now.

Happy flying – Rob M

Miniature Aero Sports NSW Inc

MINUTES

Business Meeting
Workers Parramatta
12th October 2012

Meeting Opened 8.05pm

Attendance: Bob Carpenter, HMAS; Bob Bishop, CMAC; Kevin Barnes, PRCAC; Bruce Thrift, CVRCMAS; Rob Masters, WPMAC; Dave Lewis, MMASFC; Max Stone, HSL.

Visitors: Bob Young, CVRCMAC; Steve Murray, PRCAC; Ernie Swanson, CVRCMAS.

Apologies: Tim Nolan, ROW; Don Costelloe, QFS; Steve Norrie, 303SQN; George Atkinson, WRCS; Ted Ashley, CVRCMAS; Doug Lacey, SSME; Kieran Vella, PRCAC.

Minutes: Motion that the minutes of the meeting held on the 14 October 2012 as distributed in Newsletter 349 be accepted as a true and accurate record of that Meeting.

Moved: PRCAC **Seconded:** CVRCMAS **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 Secretary Advice of title deeds for Cootamundra
- * M 1.2 Secretary Advice re acknowledgement of flight training copyright
- M 1.3 Secretary Insurance questions for teleconference with brokers.
- M 1.4 Secretary Executive minutes from 12 September meeting
- M 1.5 Secretary Host sought for 68th Nationals (MAAQ declined to host)
- M 1.6 Secretary Special Finance Teleconference 8pm 28 October 2012
- M 1.7 Secretary Gosford City Aeromodellers – alleged defamation complaint
- M 1.8 Secretary Update on MOP amendments
- * M 1.9 Secretary outcomes from Insurance Teleconference (item M 1.3)
- M 1.10 Secretary MAAA Newsletter number 4
- * M 1.11 Secretary Marketing video for review and comment

From other than MAAA:

- C 2.1 Steve Wenban WSSS, enquire re interstate members joining MAS NSW
- C 2.2 Peter Van de Waterbeemd, BDMC enquiry re email MAS NSW Bulletin 9
- C 2.3 CASA Liaison, HMAS public display approval.

- C 2.4 Advice on the passing of Michael Robinson, life member of MASNSW.
 - * C 2.5 Alan Lowe, HSL, enquiry re NSW representation at the NSW Glider State Titles
 - * C 2.6 Myles Murray, NBS Inc, Insurance questions re slope soaring activity
 - C 2.7 Steve Wenban WSSS, bonze wing enquiry
 - C 2.8 Norm Young, BRCF, flight training nominations (Palsson, Goddard)
 - C 2.9 Norm Young, BRCF, insurance question

 - C 2.20 Received completed Large Model Permits to fly forms from the following:
J Frost BCRF, J Frost BCRF, P Holt COMSOA, C Pellatt SRCS, R Smith LAC, D Foster WRCS, M Jones LTMFC, W Norwood COMSOA, S Downing WVMAC, N Fulthrop SNMAC

 - C 2.21 Received Cancelled Large Model Permits to fly forms from the following:
W McGuinness CKSMAC

 - C 2.24 Newsletters Received:
Nil
- Late Correspondence:
Nil

Correspondence Out:

To MAAA:

- M 3.1 Reply of insurance questions for teleconference
- M 3.2 Advice to MAAA re M 1.7 re Gosford City Aeromodellers
- M 3.3 Advice re Insurance question (correspondence item C 2.9)

To other than MAAA:

- C 3.1 Updated MOP's circulated
- C 3.2 Myles Murray, response to item C 2.6

Business Arising from Correspondence:

Nil

Moved: WPMAC **Seconded:** PRCAC **Carried**

Reports

Treasurer Bob Bishop

Business Arising from the Treasurers Report: NIL

Moved: CVRCMAS **Seconded:** HSL **Carried**

Other Reports:

President Bob Carpenter

This past month has been very busy. MASNSW provided insurance questions to MAAA. These questions were an attempt to obtain answers and correct information for our members on the way that the MAAA insurance system works and if many of the statements being made on the Internet Forums had any basis. These answers have been provided by our Insurers and are presently being worked through by the MAAA Executive. We expect that there will be changes to MOP 57 Insurance Conditions and the information being represented on the MAAA web site. I will keep you further informed as this total insurance subject matures.

On the weekend of October 6/7 I was in Adelaide working with the MAAA Vice President and the President of TMAA (Tasmania) to commence the Strategic Planning for MAAA over the next ten years. This planning has far reaching consequences, with the aim of ensuring that MAAA represents the wishes of its members in the 21st Century. The outcome of the weekend will be a further Strategic Planning meeting for all State Presidents to obtain the answers from all states and organisations. This is expected to be held in the next few months. We will be providing the guidance areas to all clubs, which will be your opportunity to shape the answers that we provide on your behalf.

The final event was the hosting of a Heli fly-in at the new HMAS field at Vineyard on behalf of both HMAS and MASNSW. What was to be a Helicopter event with an Air Show for the Public was changed at the last moment due to a lack of participation by the Heli Flyers. This event was also a Public Display and we needed to entertain the general public. The outcome of the event was a Public Display, with participation by the POLAIR Police Helicopter. The feedback from this event has been nothing short of outstanding. HMAS is now in a position of having many new members who have not been flyers before and the Police Air Wing as well as Community Organisations asking if they can be involved in the next Show. We will be holding another event, probably on the same weekend (Sunday of the October Long Weekend) where we will put on our Air Show for the Public and Community. This may well be one of those opportunities that we have not been aware of that will allow us to promote our Sport and Pastime to obtain new members and reduce our average age.

Registrar Dave Lewis

Current Year		New to System	Last Year (Oct 2011 meeting)
Seniors (Includes Pensioners)	2054	123	2072
Juniors	98	24	87
No. of Clubs	86		92
Total Membership	2152	147	2159

I would also like to pass on Lea Robinson's thanks and appreciation to MASNSW, Clubs and individual members for the many expressions of condolence she has received following Mike's passing.



Newsletter Editor **Rob Masters**
Nil Report

C.A.S.A Liaison Officer **Daniel de Vries**
Nil report

Chief Flying Instructor **Bob Carpenter**

The planning for our next Instructors Course is well underway with the bookings made for the UWS facilities. In the upcoming weeks we will be contacting all our nominated participants. The Chairman of the MAAA Flight Training Sub Committee is planning on being at the course to observe first-hand how we run it.

I have also been approached by MAAQ to run another course for them on the 1-2nd December. This date clashes with other activities and we may not be able to accept, however it does show that we are getting the message across.

PRO/State Field **Steve Norrie**
Nil Report

Education Officer **Mike Close**

Nil Report

Other Reports:

Motion to accept Reports as received

Moved: PRCAC **Seconded:** HSL **Carried**



Awards:

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

Percival Sampson	HEMFC	49236
Mark Preston	HEMFC	46011
Lance Brigden	Blacktown	76332
Jeffrey Thyer	SHFC	71333
Graham Abbiss	GCAC	73825

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

Neil Waterhouse	WRCS	42452
Tony Jones	COMSOA	64939

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:

Anthony Gratham	GCAC	42230
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Applications received for the approval of MAAA Helicopter - Gold Wings:

No applications received

Applications received for approval of MAAA Helicopter Instructors:

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: CVRCMAC **Seconded:** WPMAC **Carried**

MAAA Inspector Approvals:

Heavy Model FW 25 Inspector Approvals:

John Considine	PRCAC	10170
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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:

John Considine PRCAC 10170

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 Sport Aeromodellers Club Thermal Glider Appin Sept 2012

NSW Scale Aircraft Society Scale Richmond Sept 2012

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

Motion to accept these awards.

Moved, seconded and accepted with the Treasurer's Report

General Business:

The first item of General Business is:

The next Business Meeting of MASNSW will be held at the Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta on the 9 November 2012. The meeting to commence at 8.00pm, (2000hrs), All Members, Observers, and Visitors are welcome.

MOP 067

Camden Valley club tabled a request for discussion and clarification of MOP 067 (Self Guided Model Aircraft Policy). They have members that are pursuing this type of aircraft and in an effort to ensure that their members are aware of the procedures they have questions that need to be answered.

As explained in the meeting, we draw your attention to CASA 101, section 5 under models. This appears to explain what is a commercial activity and what is flying for sport and pleasure.

The issue is with MOP067 and the "Words" used and the attached e-mail is asking for clarification or amendment. We have a problem with the way the MOP attempts to redefine what has already been established in the primary CASA 101.

In Clause 6.2 the words "**and any commercial or commercially related operations are specifically excluded**". It appears to exclude any person involved with making money from our hobby. (even a person working in a hobby shop). We believe this is too broad a statement, especially when it is defined in CASA 101 and should be removed.

If required, a simple statement "**not to be used commercially**" would cover what we believe was the intent.

The Questions are:

Our Club committee has read MOP067 and has a basic understanding of MAAA guidelines, line of sight, below 400ft, weight limited to 5kgs etc. However we ask for clarification with respect to Insurance cover with SGMA operated aircraft.

1. Clause 6.2 States for sport and pleasure only and any commercial or commercially related operations are specifically excluded.
 - a. What constitutes commercially related operations?
 - b. If a club member is involved with the technology as part of a commercial business can he or she test the effectiveness any equipment at a Club field?
 - c. If a club member is involved with the technology and wishes to fly an SGMA operated model for hobby purposes, how can this be achieved without prejudice to insurance cover?
2. Reference to Part 101 of 30 meters shall be increased to not less than 100 meters for the planned flight path.
 - a. Clarification, is this when the model is in the AIR under SGMA control or at all times?
3. Clause 6.13/14/15 relates to manual takeover (override) from self guided control, is mandatory and shall be possible within 1 second of being required. This must be demonstrated as part of the pre-flight checks.
 - a. What is the suggested way to test the control switches correctly?
4. Clause 6.19 States, Not allowed to operate at Public Displays.
 - a. Please confirm meaning of "Public Displays" in this context?
 - b. Is demonstrating to Club members and non club member visitors to be considered a display?
5. Clause 8.1 States there is the potential for interference between some technology used in SGMA systems and the basic radio system controlling the model. The MOP comments particularly if the SGMA or Return to Home equipment uses 2.4 GHz.
 - a. If this is the case, what is the recommended precaution to avoid problems?
 - b. Is there certification required for the SGMA guidance system to ensure they are approved?
6. With this new technology, has consideration been given to setting up guidelines for system installation and training in safe operation of SGMA operated aircraft?

Following lengthy discussions it was decided that this matter needs to be answered by MAAA and the questions will be referred to the Federal Secretary for answering.

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

MASNSW 2012-2013 Events Calendar

(Compiled 18/10/2012)

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

October 2012

* 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
26-28	National Air Races	Cootamundra	Steve Norrie	0418 874 740
* 27	Pattern / Aerobatics	Camden Valley	Richard Knox	0417 483 689
28	Seaplanes at the Regatta Centre	Penrith	Tim Nolan	0412 173 440

November 2012

3-4	Camden Valley Scale Rally	Camden	Ted Ashley	02 4647 8903
9	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
10	SRCS The Missions 2nd Annual Fly-In	Gundeman	Mike Close	02 9872 6459
* 10-11	Muswellbrook Old Timer Weekend	Muswellbrook	Simon Bishop	02 6543 5170
10-11	Warialda Fun Fly	Warialda	Barry Power	02 6729 1740
10-11	Instructors Weekend	Hawkesbury	Bob Carpenter	02 4577 6612
* 11	Shoalhaven Shield, 2m Glider M'nium Cup Rd 7	Bomaderry	Ian Avery	02 4232 1093
24-25	NSW Pattern / Aerobatics Championships	Illawarra	Richard Knox	0417 483 689
24-25	Seaplanes at Lake Wallace	Wallerawang	Dave Brown	02 6355 7298

December 2012

1	MASNSW Car Boot Sale	RAAF Richmond	Bob Carpenter	02 4577 6612
8	Picton Cup summer solstice F5J electric glider event (note date and venue change)	Appin	Richard Solomon	02 4647 6330
9	Electric Old Timer event – IMAC	Wollongong	Peter Pine	02 6676 1437
14	MASNSW General Meeting	Parramatta	Lou Amadio	02 4228 4906
25	Christmas		Bob Carpenter	02 4577 6612
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		
12-13	Seaplanes at Lake Wallace	Wallerawang	Dave Brown	02 6355 7298
26	Australia Day			
25-28	Armidale Sailplane Expo & Electric Glider Nationals	Armidale	Hutton Oddy	0425 285 758
26-28	F5J & LEG at the Sailplane Expo	Armidale	Peter Pine	02 6676 143
	66 th National Championships Glider & Electric Glider		Rob Watson	02 9872 4192

February 2013

2-3	Alan Brown Memorial Old Timer Event	Orange	Dave Brown	02 6355 7298
8	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
16-17	21st Annual Banjo Paterson Scale Rally	Orange	Peter Johnsen	02 6362 9410
16-17	Pattern / Aerobatics	Shoalhaven	Richard Knox	02 4446 1021
23-24	NSWSAS Round 1 Scale	Camden	John Rolfe	02 9734 6288

March 2013

1-3	Giant Scale Rally	State Flying Field	Cootamundra	Tim Nolan	0412 173 440
8	MASNSW General Meeting		Parramatta	Bob Carpenter	02 4577 6612
9-10	Pattern APA Masters and Work Champs Selection		Parkees	Richard Knox	02 4446 1021
16-17	NSWSAS Scale Masters Round 2		Metford	John Rolfe	02 9734 6288
24	Blacktown Aeromodellers Club Electric Fly-In		Doonside	John Kastelan	02 9671 2340

April 2013

12	MASNSW General Meeting		Parramatta	Bob Carpenter	02 4577 6612
26-28	MAAA Nationals – Pattern		Pitt Town	Richard Knox	02 4446 1021

May 2013

10	MASNSW AGM		TBA	Bob Carpenter	02 4577 6612
16-19	Helifest 2013		Coffs Harbour	Scott Lockyer	0488 528 353
18-19	COMSOA Scale Fly In		Metford (Maitland)	Paul Robertson	02 4946 8334
25-26	NSW State Champs - Large Scale		Taree	John Rolfe	02 9734 6288

June 2013

14	MASNSW General Meeting		TBA	Bob Carpenter	02 4577 6612
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July 2013

13-14	NSWSAS Round 3 Scale		Blacktown	John Rolfe	02 97346288
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August 2013

17-18	NSW State Champs - Stand Off / Open Scale		Richmond	John Rolfe	02 9734 6288
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September 2013

25-29	Nationals R/C Scale	State Field	Cootamundra	John Rolfe	02 9734 6288
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October 2013

19-20	NSWSAS Scale Round 4		Richmond	John Rolfe	02 9734 6288
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Sukorsky S43 - twin electric with retractable wheels.





MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.

NEWSLETTER

No. 04/2012 www.maaa.asn.au



Paul Winter – MAAA President

President's Report

It is just over 3 months since the new Executive was elected at the Annual Council Conference.

A number of initiatives are under way, the main one being that the contract has been let for the development of an on line Membership System which will replace our current outdated one.

There is a new web site being developed, and the Strategic Planning Working Party is getting under way. The new Flight Training Program is an ongoing process currently being revised by the Flight Training Subcommittee. You will also notice that we are trialing an update of the MAAA Newsletter to improve communication with members. MAS NSW has contributed to this edition and it is envisaged that all Associations will contribute with items of interest in future editions.

It is a pleasure to report that our membership at the moment is a little over 90% of last year's record registered members, although it is disappointing to see junior member numbers remaining static at 5% of the total.

Vice President's Report

The MAAA's current Executive have resolved to present a new look to members both in management style and initiatives.

I see my role as supporting the President in achieving his aims, concentrating on the day to day issues confronting members and improving the communication processes. To these ends we, the Executive, have implemented:

- A revamp of the MAAA website which all agree, is in urgent need of an upgrade. The website must be attractive to all who visit, contain more information which informs and assists current and potential modellers, details of current Australia modelling activities and International competitions.
- An improved newsletter containing details of MAAA important issues and reports on State activities.
- The development of a Strategic Plan; a path for the future of the MAAA. Where are we going and how are we going to get there. An important part of the Strategic Plan is the Environmental Scan; a look at internal and external factors which will impact on the Association. A future plan for the MAAA must not be the view of one or two members, disciplines or States; it must be the collective views of all members. To this end all State Associations have been asked to consult with members. All Presidents will then meet to consolidate information received.
- In conjunction with the development of the Strategic Plan, a subcommittee is looking into Marketing Strategies. This subcommittee has produced a promotional video which is currently being looked at by the Executive.
- A more flexible loan procedure with focus being on improving club facilities and owning of club flying sites.



Neil Tank – MAAA Vice President

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Vice President:	Neil Tank, 9 Kings Hill Circuit Onkaparinga Hills SA 5158 Telephone: 0439 517 539
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Treasurer:	Brian Dowie, PO Box 5137 Cheltenham East VIC 3192 Telephone 03 9555 9445
Comp. Rules Sec.	Ross Cant, PO Box 670 Mount Lawley WA 6929 Telephone 0404 634 366

2102 Council Conference

Following the 2012 Council Conference the MAAA has a new President and Vice President, with ideas and views to move the MAAA forward for its members.

While an MAAA Strategic Plan has been in existence for several years, its primary use had been associated with the continued attempt by MAAA to have miniature aviation recognised as a sport by the Australian Sports commission. Under the Chairmanship of the MAAA Vice President and through the State Associations, the MAAA Strategic Plan will map the future course for MAAA in the years to come.

Through the MAAA Marketing Working Party, the refreshed MAAA website is nearing completion. Assisting in this development is the Competition Rules Secretary, Ross Cant.

The tender for the construction of an online MAAA membership system has been let to Mr Roger Carrigg. Roger is also an MAAA member, conversant with the current membership system. Development is progressing and it is planned that once developed, tested and training takes place, that the new system can be introduced during the quieter membership period of September 2013.

The 2012 Council approved amendments to certain loan amounts contained in MOP011 Allocation of MAAA Funds Policy and Procedures. It was envisaged that these increases would be more in line with today's expectations and with enhanced benefit to clubs. The Twin Cities Model Aero Club has recently taken advantage of this to obtain a financial loan for field improvements.

An Educational Scholarship Scheme for junior MAAA members is currently being investigated by the MAAA Executive with the view of presenting this request for implementation to the 2013 Council Conference. Investigations so far by the MAAA Lawyers have cleared the proposal through the legal aspects of the current MAAA Statement of Rules. The next step is to investigate if there are any possible taxation implications should the scheme be put into place.

Awarded at the 2012 Conference:

2012 Life Membership

Mr Mike Close: Services to MAAA and Australian Aeromodelling.

2012 Hall of Fame

Chris Callow: 2011 World Champion F3D Pylon.

Kevin Callow: 2011 World Champion F3D Pylon.

Beau Murphy: 2nd place World Championship F3D Pylon.

Barry Murphy: 2nd place World Championship F3D Pylon.

Anthony Mott: Setting World Endurance Record.

Keith Hearn (posthumously): Services to Aeromodelling.

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 documents in the Manual of Procedures:

MOP058 – 2.4GHz Equipment

Acceptance of Graupner HoTT Technology.

MOP019 – Display Procedure

Two amendments to MOP019 were proposed at the 2012 Council Conference. The inclusion of the definition from the CASA interpretation of the word 'ensure' and add the words 'with the ability to' into 7.9.

Outcomes from Reported Incidents

Details from the latest Incident Reports indicate a continual rise in propeller strikes to fingers, arms and legs especially from electric models. One of the trends emerging shows that setting up electric models using a 'buddybox' continues to catch out even experienced modellers. Reversing servos especially the throttle servo, requires special attention and care when this is done with the 'buddybox'. The latest reports show some severe injuries have occurred following instinctive actions to 'grab' the model as the motor suddenly went to full power when the throttle servo direction was altered.

FPV Operations

In recent times several State Associations have been requested to carry out investigations into reported air space incursions involving FPV models as well as normal unmanned aircraft. The request for these investigations was initially received by MAAA as part of the ongoing cooperation between our organisation and CASA. Knowledge and feedback gained through these investigations by the State Associations involved, is appreciated. CASA will be embarking on a public education program regarding FPV aircraft in the near future, and it is anticipated that MAAA may be asked to assist.

All members are reminded that under the CASR 1998 Subpart 101.055, a person must not operate an unmanned aircraft in a way that creates a hazard to another aircraft, another person, or property.

National and International Events

Competition Rules Year

Members are reminded that 2012/13 is a Competition Rules year. Australian competition rules are available through the MAAA web site www.maaa.asn.au

All disciplines are requested to review their particular section of the rules and make any suggested amendments through the relevant Subcommittee.

Subcommittee members for the discipline should collectively review all amendments prior to submitting the final recommendations to the MAAA Secretary by February 2013. These will be added to the rules agenda to be presented to the MAAA Rules Conference in May 2013.

Australia was represented at this year's F1D Indoor World Championships held in Belgrade, Serbia by Tim Hayward Brown and Max Newcomb. Tim reports *'this was definitely a dream come true for Max and I. Thanks to the MAAA for the opportunity and support and to be able to represent Australia.*

Andras Ree of Hungary, CIAM 3rd Vice President, had a broad smile on his face when he saw us and said: "Welcome back Australia".

Tim at the start of his final 26 minute flight.



66 th MAAA Nationals – NSW Associations

The 66th Nationals to be held in NSW during the 2012/13 period will be a split event.

Control Line events are being held in Albury from 28 December 2012 to 3 January 2013.

Free Flight events are being held at Narrandera from 3-8 January 2013. For more information contact the Nationals Free Flight and Control Line Coordinator, Brian Ether, at brianea@optusnet.com.au

Radio Control events are to be run by the R/C Special Interest groups who will coordinate their own individual events at various locations throughout the year. Details and advice will be available from MAS NSW when finalised.

The 66th National Championships for Glider and Electric & the 33rd Annual Armidale Sailplane Expo have been scheduled to be held 25th to 28th January 2013.

ENQUIRIES: Hutton Oddy

Email hutton.oddy@skymesh.com.au

Phone 0425 285 758

2012 Control Line World Championships - Primorsko Bulgaria

Congratulations to Rob Fitzgerald and Mark Ellins who placed 2nd and Murray Wilson and Mark Poschkens who placed 3rd in the F2C Team Racing event.

2013 Free Flight Team Trials

New South Wales State Championships

Springhurst 29 Sept-1 October F1A, F1B, F1C



Marco Rebelo - Another Aussie World Champ by Vasko Serovsk

Article supplied by MAS NSW



It has taken 36 hours, lost bags and four months of broken rotors and lost weekends training, but finally, that prized 1Kg of glass was his to hold aloft and call his own. No normal piece of glass of course, this was THE trophy, THE symbol, the badge of honour for the latest Aussie World Expert Champion, Marco Rebelo.

Marco, a member of Sydney Society of Model Engineers and Southerland Shire Sports Flying Association (SSSFA) flies radio controlled helicopters, and does so in such freakish style, skilfully riding the edge, that he was invited the World 3D Masters for RC Helicopters.

Some raised his chances well, Marco was more modest, but we went there to win. Ok – we... I need to explain, I'm Vas, and I am his caller. As he performs his feats of amazement, I call them out for people to murmur the oohs and ahhs to.

3D Masters 2012 took place in Venlo, The Netherlands on the 13th, 14th and 15th July 2012. The location was Trafficport, a combined International Truck terminus and Light Aviation Field with special asphalt surfaces so that the location can also serve as a Government Driver Training Facility.

With pilots arriving from all over the World, the Jupiter Flying Site on the other side of Venlo was used as a Training and Acclimatisation Facility. Great facilities and great club people. Very much like the environment and good club folk we are used back here at home, down under.

Back to those bags. Whilst we made it from Heathrow to Amsterdam, the precious cargo – yes, the helis, did not. No way we were leaving the airport without them, so we waited, 6 long hours, for them to finally show up. Perhaps the UK border control guys had taken them out for a run. By the time we finally collapsed into our hotel in Venlo, a two hour drive from the airport, we were just praying for quiet and sleep.

Day two arrived bright and sunny, oh wait, we're in The Netherlands. Day two arrived overcast and rainy as we reconstructed the helis and tested them ready for flight. Marco was raring to go, wanting to get a grip on the Northern European winds, which believe me, were making themselves felt. We went out to the practice field and Marco weaved his magic. That was the moment his competition started to take him seriously. Who was this dude from the land of the fighting kangaroo? Like a silent assassin, flying so low and he didn't even have factory backing, he had snuck into contention, and put a foot on the podium.

Start of competition – set manoeuvres, Marco was a little nervous but who could tell, the Ice Man cometh! Fourth place and we were on fire. Another day, and yes – rain and wind surprise surprise, next came freestyle. Marco aceed it of course with a glow powered helicopter – a nice change up in an electrically dominated field. The Ice Man froze out the competition – placing first. He had moved up to 3rd overall. Flight to music competition and the howling wind made a rethink happen. To his credit Marco tweaked the flight on the fly and yet still kept it a flight to music– 7th, but with enough points to remain 3rd overall. Which meant he was into the Top 5 Finals!

Finals day came – and you guessed it – wet and windy again. Actually no. Calm, dryish and even moderately warm. The Dutch summer is impossible to predict. Must suggest Gold Coast as an alternate venue next year. It was time to unleash the Aussie Iceberg a final time. Our biggest problem – the set to music marks were carried over. Now we had to climb the Iceberg rather than be it. Marco blitzed the set maneuvers, **FIRST PLACE** for those marks and with only freestyle to come. Marco flew his freestyle routine and the crowd was stunned, a tremendous flight. Now came the waiting. There were still three routines to come. Tick, tick, lights go by. Then the points leader Asaf Aloush stepped up to the flight box. Bated breath all round – Asaf had been flying very well all weekend and deservedly went into the finals in top spot. He was up, he was sparkling, our hearts were in our throats. But the wind must have blown right from Bass Strait that day, the tail on his helicopter touched the ground and it took the leader's heli and dumped it over the safety line four minutes into his flight, unfortunately leaving him with no score for the freestyle round. Asaf was pushing very hard as he needed to because of Marco's consistency and great finals rounds.



And that left a quiet maniac from Australia as the very deserved World Expert Champion. Take a bow Marco! Soon to start training for next year's Masters - this time they know we're coming.

While I'm here, I'd like to give a huge thank you to Southerland Shire Sports Flying Association (SSSFA) for their great support and immense generosity. A primarily fixed wing club that gave a substantial sum of funds to help with our trip and make this amazing accomplishment happen. Just goes to show that we are all in the sport together and that egg beaters and planks can get along.

Vasko Serovsk

NATS Information

66th MAAA Nationals 2013

Radio Control Program

The 66th MAAA Nationals is being hosted by NSW with the Control Line and Free Flight events being hosted by their respective bodies.

Due to the changes in Aeromodelling and the Contest scene MASNSW Inc. is taking this opportunity to provide the Radio Control events across the whole year where they will be managed by the specialist competition bodies.

The following table lists all the events to be conducted with contact details. This will be updated throughout the year via the Newsletter.

A major advantage of this new form of Nationals events is that you will have access to the best in each category with the events conducted by the specialists at a venue of their choosing.

Glider/ Electric Glider	Events
Armidale Sailplane Expo 25-28 January 2013 Contacts: Peter Pine 0407732440, Hutton Oddy 0425285758 Alan Lowe 0416207251	Electric: (Peter Pine) F5J Limited Electric Glider Glider: (Hutton Oddy) Open Thermal F3K F3J
Electric Old Timer	Events
MASNSW State Field, Cootamundra 23-24 February 2013 Contact: Lou Amadio 0405366038	1/2A Electric Old Timer Texaco Open Electric Old Timer Texaco Electric Old Timer Duration Height Limited Electric Old Timer Overall Champion
Pattern	Events
CKS, Pitttown 26-28 April 2013 Contact: Richard Knox	F3A Aerobatics Masters F3A Expert Advanced Sportsman

<p>Helicopter</p> <p>Lake George , Canberra, ACT 4-5 May 2013</p> <p>Contact: George Atkinson 0414972118</p>	<p>Events</p> <p>F3C Advanced Novice F3N</p>
<p>Scale</p> <p>MASNSW State Field, Cootamundra September or October 2013</p> <p>Contact: John Rolf 0402102512</p>	<p>Events</p> <p>F4C Large Scale Stand Off Scale Open Scale</p>
<p>Large Scale Racing</p> <p>MAS NSW State Field, Cootamundra 25-28 October 2013</p> <p>Contact: Joe McGuffin</p>	<p>Events</p> <p>Golden Era Inline Golden Era Radial North American AT6 Reno 62cc Red Bull 120 Glow. Red Bull 30 Petrol Formula F1 Formula F2</p>
<p>IMAC (ASAA)</p> <p>Location: TBA Date: TBA</p> <p>Contact: Bill Bland</p>	<p>Events</p> <p>Basic Sportsman Intermediate Advanced Unlimited Freestyle</p>



*1/4 scale kingfisher by
 Tim Nolan.*

66th National Championships Glider and Electric Glider 33rd Annual Armidale Sailplane Expo

WHEN: 25th to 28th January 2013

FIELD Location: Drive out Booralong Rd for approx 10km past the University of New England, turn left into Warrane Rd go 4km - cross Saumarez Creek and the grid near the temporary cattle yards on your right (after the creek)- and proceed 1.2km to the single gate on your left. Open the gate and drive through, follow the track to the cars already there.

GPS Reference: Elev 1075m S30deg 26.755' E151deg 31.137'

ENQUIRIES: Hutton Oddy
Email hutton.oddy@skymesh.com.au
Phone 0425 285 758

Event	Date	Start Time	Rules
F3J	Friday 25 th January 2013	9:00am	Modified F3J FAI Rules using electric winches 150 metres to turnaround
Thermal	Saturday 26 th – Monday 28th	9:00 am	Australian Thermal
F5J	Saturday 26 th – Monday 28th	9:00 am	Refer to http://www.aefanet.com
LEG	Saturday 26 th – Monday 28th	9:00 am	Refer to http://www.aefanet.com
F3K	Saturday 26 th – Monday 28th	Around noon	F3K (refer FAI Rules)

Additional Notes:

F3J Fly-offs will comprise 3 rounds commencing around 5pm

Thermal, F5J and LEG will be flown to normal EXPO format

F3K Discuss Launch Glider sessions will occur on Saturday 26th lunch hour, Sunday 27th lunch hour + additional session at end of day, plus Monday 28th early morning session (8am start)

ACCOMMODATION: Armidale NSW
<http://www.armidale.info/accommodation/index.htm>



**33rd Annual Armidale Sailplane Expo, incorporating...
66th National Championships Glider and Electric Glider**



Friday January 25th - Monday January 28th 2013

**Hosted by New England Model Aircraft Club, Heathcote Soaring League
and Australian Electric Flight Association in conjunction with the Sailplane Expo Trust**

When:-	Friday January 25th Saturday January 26th to Monday January 28th	F3J Open Thermal and F3K F5J and Limited Electric Glider
Where:-	Warrane Rd, Armidale, NSW 2350	Google Maps Co-ordinates -30.444252,151.518692

Who:-
Name: _____
Address: _____

Home Phone: _____ Work / Mobile Phone: _____
email: _____
FAI/MAAA No: _____

Your email address is useful. We can keep you aware of whats happening.

Bald Eagle (over 50) Junior (under 18)

Glider events :-

Open Thermal:- task 10 mins flight in 12 mins working time, line length = 150m, two aircraft permitted per heat, FAI landing tape .
F3J and F3K :- current FAI rules, winches can be used in F3J. <http://www.fai.org/fai-documents> S4_Vol_F3_Soaring_12

Radio frequency

What:-		ENTRY	Preferred	Alternate
F3J	\$20	<input type="text"/>	<input type="text"/>	<input type="text"/>
Open Thermal	\$20	<input type="text"/>	<input type="text"/>	<input type="text"/>
F3K	\$20	<input type="text"/>	<input type="text"/>	<input type="text"/>

Electric Glider Events :-

Rules for these events can be found at <http://www.aefanet.com>

F5J	\$20	<input type="text"/>	<input type="text"/>	<input type="text"/>
LEG	\$20	<input type="text"/>	<input type="text"/>	<input type="text"/>

Administration \$20

Total

Late Entries: Entries received after the 18th of January may be declined.
MAAA Membership required:- Current MAAA Membership card to be produced upon request

PAYMENT DETAILS

Please pay by direct deposit (preferred) to the following account
account name: **Sailplane Expo Trust**
BSB No: **012510**
Account No: **269415516**
Item Name: **"Your Name" Expo Fee**

If you wish to pay by cheque or Money order please make payable to: **Sailplane Expo Trust**
Post Entry Form to: **Hutton Oddy, 1331 Long Swamp Road, Armidale NSW 2350**
or e-mail: hutton.oddy@skymesh.com.au

Dinner will be at the Armidale Bowling Club at 630 for 7pm Saturday January 26 2013.

Reference sites:

MAAA Website www.maaa.asn.au (Contest guidelines; Australian Open Thermal etc)
Electric Glider rules (AEFA site) <http://www.aefanet.com>

enquiries to hutton.oddy@skymesh.com.au or phone :- 0425 285 758



2013 Australian National Championships for Radio Control Precision Aerobatics - Bulletin 1

Organisers - NSW Pattern Flyers Inc. On behalf of MASNSW and MAAA.

Dates – A Three day event 26 – 28 April 2013.

Location – Hawkesbury Region, NSW
<http://www.hawkesburyaustralia.com.au/maps/>?

Flying Site Charles Kingsford Smith Model Aircraft Club field Pitt Town Bottoms Road Pitt Town. 33 35'14.22 S 150 50'59.52 E http://cksmac.com/our_field

The field is located 50KM west of the Sydney CBD and is easily accessible from the M7 Westlink or M2 Motorways. It is 55 minutes by motorway from Sydney Airport.

The field has two smooth, closely cut grass runways orientated 90 degrees to each other. The main runway is aligned east/west and is 300m long and 30m wide it will be possible to operate two parallel flight lines for the full flying day without the sun in the manoeuvring area. The pit area is a covered concrete surface, additional shelter will be provided for competitors.

Participation The event is open to all members of MAAA affiliated clubs and International FAI affiliated air sports bodies.

Classes of Competition F3A P-13, Expert A-12, and Advanced and Sportsman. Australian competitors must compete in their current class in accordance with the APA ranking system. Overseas competitors may fly in any class at the discretion of the organisers.

Accommodation Competition Headquarters will be at the Hawkesbury Racecourse Motel, 11 km from the contest site <http://hawkesburyraceclubmotel.com.au/>

Other accommodation Options:
http://www.hawkesburyaustralia.com.au/directory_categories.asp?id=1
For more information contact Richard Knox on 02 4446 1021 or
rpknnox@bigpond.com

Club News

Joseph Frost BCRCF

Re-birth of an EDF “HAWKER HUNTER” by Fly Fly

A few years back while progressing from smaller 55/64 and 70mm EDF powered models to larger more powerful 90mm set ups I was offered this “Hawker Hunter” foamy ARF kit for a price I couldn’t refuse, despite never liking the look of this model. The kit came with fixed landing gear and a 90mm seven bladed EDF unit.

The model is recommended for a 5S LiPo power set up but I thought this would give it a more-or less park flyer performance so I decided to up-grade it to a higher voltage 6S-8S power system. During this period I was still using a 36Mhz radio, not realizing the incompatibility of high voltage with this system.

Being most excited about this new more powerful project I was very anxious to build and fly it. There were a number of modifications required; like installation of proper hinges to all moving controls, strengthening of the landing gear area and fitting in a made up thrust tube.

Using a programmable HV 120amp ESC I set it up initially to 6S for my maiden flight. Being such a large but very light model at well under 3kg AUW I was very pleased with the performance and very curious as to what it



would be like going to 8S. After

reprogramming my ESC, re-balancing the model’s CofG and range checks I gathered up the courage to try my first flight using this higher voltage. After initially being impressed with the huge difference in performance and a few full speed passes the model suddenly went into a steep dive while at full power at some 250mtrs distance.

Fortunately, the model didn’t hit the ground but ploughed through some gum tree foliage however, both 4S/4000mA hooked in series ended after the impact in twelve inches of water logged bush. After salvaging all the reminding bits from the trees I decided to repair it as I didn’t find any major structural damage – merely a lot of bruising and a



ripped off nose section. Blaming the crash on suspected low receiver battery voltage I had no idea at this stage that the main reason for this black-out was the signal interference due to the high voltage motor/ESC leads running alongside most of my servo control wires.

After spending a great deal of time repairing and repainting all the damage I ended up with a brand new looking model but no canopy (which had been totally shattered during the crash). In spite of many inquiries, I was unable to replace it so decided to buy another model at great price. Guess what, first re-maiden, only half a minute into the flight the same thing

happened, full throttle nose dive, this time being more unfortunate with total write-off!

Bells started to ring then, suspecting that it was some sort of interference so after a few discussions with EDF fliers I started to suspect my 36Mhz gear. It was then that I decided to install 2.4G systems in my HV powered models, though it still cost me a few models, not realizing it is a must to use 5cell instead of 4cell NiCad or NiMh batteries to operate this type of receiver.

Those were my early days of learning the hard way and since have built and successfully flown many HV, 8-12S power systems with 2.4G. Let me add, that I'm still operating a number of models using 36Mhz with no interference issues but only up to a maximum of 6S or some 24 volts.

Only recently I came across with this Hawker Hunter box (the second model), less canopy in my shed so decided to build it using all the EDF bits and pieces I could find in my crash debris box. After more searching I managed to find a "Cosmos" canopy from Park Flyer Plastics Co. requiring only minor mods to make it fit. Instead of buying a new power unit I have built one using a combination of three used EDF units and a 1650kv ARC in-runner motor. The original 7-bladed rotor was cut down on the lathe by 1.5mm to fit the smaller 89mm carbon fibre SM shroud after a similar mishap in that case destroying only my 11 bladed rotor. After some bench tests I was pleased with the performance and fitted it to the completed model. I have never enjoyed flying 'camo' blobs so I have hand repainted it to give it a more interesting livery.

This time I did a more thorough range check before my maiden as you can't separate the power and control leads in this build running in the same channels. Fortunately thanks to 2.4G I found there were no more interference issues while using higher voltage set up. While using 8S, 4000mah/40C batteries the AUV is

only 3.1kg but my power unit produces some 4kg thrust which pushes this model to great vertical performance. Current draw at 75amps WOT gives me some 3-4 min flight time with some throttle management with this "pattern-ship" of jet models.

There were no suggestions for the flying controls in the instruction manual but I use 15mm throws on aileron and the maximum I can get with the rather small elevators. There is no mention about the CofG but I balance mine at 220mm back from the leading edge (the model flies well within the 210-230mm range). I strongly recommend to every builder of this model to install proper nylon, flat or pin style hinges to all moving controls. An inexperienced modeller can be easily fooled by what looks like pre-hinged aileron and elevators but these are only a thin compressed foam layer. I know there have been a number of models being lost due to this problem.



Happy flying, Joseph Frost.

Specs

Length: 1507mm,
Wingspan: 1120mm,
Material: Styrofoam(EPO)
Power: modified. 90mm EDF running
8S4000/40C, 120amp ESC
AUV: 3150grams.

Helis Downunder Fly In

Bob Carpenter HMAS

On the 30th September MAS NSW in conjunction with Hawkesbury Miniature Air Sports conducted a Public Display in conjunction with the Helis Downunder Fly In.



The Public Display was conducted to provide the opportunity for our fliers to demonstrate to the general public the different facets of Radio Control modelling in 2012.



The organisers arranged for the NSW Police POLAIR helicopter to fly in to the show and during their visit, members of the public were able to inspect the POLAIR Helicopter.



The standard of flying was very high as shown in the following shots and has reinforced the view that we are able to conduct our own shows as the centre piece.



This display was extremely well received with community organisations requesting to be included in the next show.

The club intends to conduct a bigger and better show on the Sunday of the long weekend next October.



MASNSW will be looking for all types of aircraft and pilots to be involved. If you would like to be involved please contact the MAS President, Bob Carpenter.

29th Twin Cities Float Fly, Table Top Reserve near Albury

Tim Nolan SROW
Photos by Peter
Nieuwenhuizen

On Friday 12th to Sunday 14th October the Twin Cities Model Aero Club hosted their Annual Seaplane Event. This year was the 29th event and a most impressive record for any club.

A group of seaplane pilots from Sydney made the annual pilgrimage to the lake, heading off early on Friday morning. The trip down was a surreal



This is Australia in Spring?

experience, here we are in mid October in Australia, and driving between Mittagong and to just west of Gunning we were driving through heavy snow! There was a good 100mm on the ground in places and the entire countryside was white. Visibility was down to about 200 metres.



The Sydney pilots and some of the models.

Just before Yass it was all gone and there were clear skies and very little wind; perfect flying conditions. We arrived at the Hume Weir, which was at 98% capacity and set up for a weekend of seaplane flying. There was a little wind on Friday and Saturday but not enough to cause any problems. Sunday dawned with glass water, which remained for the entire day.

A total of 48 pilots registered with more than 100 aircraft. The Twin Cities club did their usual great job in catering for the event and all pilots were treated to a complimentary breakfast on Sunday.



Electric powered Sopwith Pup by Tony Gyoles.

Next year is the 30th Anniversary and the plans are well underway to make it a grand event, so can I suggest to



1/4 scale kingfisher by Felix and Peter Nieuwenhuizen

you all that you mark the dates in your calendars and dust off or start building a seaplane and try something different.



Proctor antic by Joe Mathews. Flying for 29 years powered by OS 60 open rocker.

Scale Matters A P40 With History

Alistair Heathcote
Secretary NSWAS

I visited the Pacific Aviation Museum in Hawaii again last year to find that the Museum has taken over operating an adjacent hangar. This is almost as it was left after WWII, complete with bullet holes in the glass windows!

The hangar is used to house mainly Korean and Vietnam War aircraft and has also been set up as a large restoration shop.

A very interesting aircraft in the shop is the P40 E Kittyhawk shown in the photos. This version was originally built for the Canadian Royal Air Force.

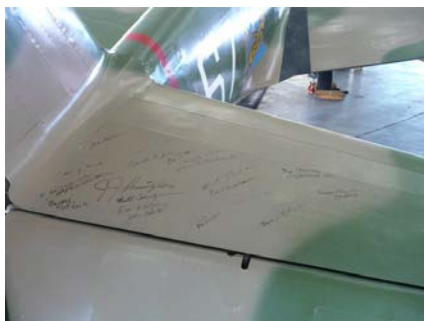


This particular aircraft is fully airworthy and its history is very interesting. The aircraft flew mainly as a trainer in the RCAF during the war. It changed ownership before being shipped to Hawaii in 1969 to appear in the film "Tora! Tora! Tora!" After filming the Flying Tiger Line (a Cargo Airline) purchased it and restored it in about 1981.

The markings on the aircraft are those of the "Flying Tigers", the popular name given to the American Volunteer Group who assisted the Chinese against the Japanese before and during WWII. The pilots were contracted to Chiang Kai-Shek's Nationalist Chinese Air force. The "Tigers" are credited with 299 confirmed enemy aircraft destroyed.



The particular paint job represents aircraft number 67, Third Pursuit Squadron (Hell's Angels). The aircraft is a memorial to American Volunteer Group ace – Robert Prescott who was also the founder of the airline after the war. It is also in memory of all the pilots and ground crew members of the "Flying Tigers". During the restoration in 1981, a reunion of remaining pilots and support crew was held at the aircraft. During that time, the pilots signed the left hand tail plane and the support crew the right. These are being retained during the current refurbishment programme.



So now you know a bit more P 40 history – this paint scheme would make a model with a difference!

Upcoming Events



Camden Valley Radio Control
Miniature Aviation Sports Club Inc.

SCALE RALLY

C.V.R.C.M.A.S Club Field

3rd & 4th November 2012

0900 Hrs to 1600 Hrs

Under 7 Kg Civilian/Military



Over 7 Kg Civilian/Military



Pilot's Choice



Sports Aircraft



Unusual

- **Entry fee \$10 per pilot**
- BBQ, food & drinks available
- All classes of aircraft excluding turbines & helicopters

Contact: Ted Ashley - 4647 8903
John Rolfe - 0402 102 512

**Bring Your Stuff
&
SWAP & SELL**



NSW PYLON **RACING CLUB Inc**



**F3D, Q500, F400, and the
Electric EF-1 and Funfighter (ie Rare Bear) PYLON
RACING at**

“AUTHURSLEIGH”

MARULAN

SUNDAY 3 NOVEMBER 2012 – 9:00AM Pilot Briefing

Practice and sports flying Saturday 2 Nov 2012

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

New Racers Always Welcome

Shearers' huts accommodation and camping available at field along with
showers, cooking and Bar-B-Q facilities

Or

Ali's Motel Tavern and Restaurant at Marulan Phone 4841 1330

<http://www.alismotel.com.au/>

**For more information and field directions, contact
Jeremy Randle 0418390446**

(This is a private field and is only available on the advertised dates which is why
we cannot publish field directions

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

FUEL SUPPLIED ON RACEDAY

Sydney Radio Control Society 2nd Anniversary

General Fly In



Saturday 10th November 2012
Gates open at 9am for all day flying

Following the overwhelming success of our 1st anniversary Fly In, SRCS has decided to make this an annual event.

Last years event saw an incredible array of models from park flyers to turbines. Everyone who attended enjoyed a great days flying in a really festive atmosphere. Come along and help make this year event even better.

All types of
aircraft welcome

giant models
trainers
scale
fun flies
helicopters
electric
IC
turbines
gliders



**\$10 entry fee includes BBQ lunch, a drink
and entry into our lucky door prize.**

Enjoy a day's flying with us at the most scenic flying site in the Sydney Basin. All levels of flying skill are welcome, just turn up on the day and fly as little or as much as you like.

No competitions, no pressure, just enjoy flying!

Bring your family along and enjoy a picnic by the Hawkesbury River

MAAA Cards and Permits to Fly for large models must be presented at registration

If you have any questions please contact Mike Close, president@srclsclub.com

JUST PLANE FUN!



WARRIALDA FUN FLY
SUPPORTING THE
WESTPAC HELICOPTER
WARRIALDA AIRPORT
10TH AND 11TH NOVEMBER

SATURDAY 10TH PILOTS DAY
TEST & TUNE
NIGHT FLYING & FUSE RACING

MODEL / REMOTE CONTROL
AIRCRAFT



SUNDAY 11TH OPEN TO PUBLIC
FLYING EXHIBITION AND OPEN FLYING

FUN FLY EVENTS
LOOP & ROLL, STREAMER CUT BALLOON BURST, MYSTERY TIME ETC

ALL MODELS WELCOME NO WINCHES-IF IT FLIES BRING IT
SWAP MEET



CATERING & RAFFLES FOR THE WEEKEND
ENTRY BY GOLD COIN DONATION



CONTACT:

BARRY POWER 02 6729 1740
LAURIE RILEY 02 6729 4165



Shoalhaven Model Flying Club Inc.

Presents

**The 30th Shoalhaven Shield
Two Metre Thermal Glider Event
11th November, 2012.**

**Fletchers Lane Flying Field, Bomaderry.
(off Meroo Road)**

Briefing 9am for 9.30am start

**This event is the final round (Round 7) of the
Two Metre Glider Millennium Cup for 2012**

**Millennium Cup Launching - 6 minute max - spot landing
Steak/Sausage Sandwiches, Drinks, Tea & Coffee.**

**Further Information: Ian Avery
(02) 4232 1093**

iwa@internode.on.net



NSWPF

[Just an average group of flyers with an obsession for precision aerobatics](#)

NSW STATE CHAMPIONSHIPS RC PRECISION AEROBATICS

The NSW Pattern Flyers Inc. are holding the NSW State Championship aerobatic event at the Illawarra Model Aero Club on Saturday 24th and Sunday 25th November 2012. This is the premier and final event of the year.

All classes will be flown, Sportsman, Advanced, Expert and F3A.

The Illawarra Model Aero Club is on Hooka Creek Road, off Northcliffe Drive, Berkley, just south of Wollongong, the gates open at 7.30am each day. Ray and Cynthia will be operating the Canteen with hot food for breakfast and lunch on both days, so you do not need to bring anything in the way of food or drinks.

Pre-registration on the website www.nswpattern.org.au by 20th November would be appreciated.

(The NSW Pattern Flyers Inc. will also hold the AGM at the field after flying has been completed on Saturday afternoon. Papers have been mailed to all Members. If you have not received them by the 8th November, please call the Secretary, Richard Knox on 02 4446 1021).

Diary Note for 2013 – The MAAA Nationals. The Nationals are being held in NSW in 2013, and the Pattern Event (for precision aerobatics) is being held at Pitt Town over three days on the **Friday 26th, Saturday 27th, and Sunday 28th April, 2013.** See the first Bulletin in this Newsletter.

Other event dates for 2013 are being firmed up, and those that have been scheduled are shown in the MAS NSW Rolling Calendar. Other dates will be added as soon as they have been agreed with the host Clubs.

For more information contact Richard Knox, on 02 4446 1021, or at rpknnox@bigpond.com



NSW PYLON **RACING CLUB Inc**

**Q500, F400, F3D and the
Electric EF-1 and Funfighter (ie Rare Bear) PYLON
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<http://www.nswpylon.org/>

FUEL SUPPLIED ON RACEDAY



THE 33rd ANNUAL ARMIDALE SAILPLANE EXPO
incorporating

***The 66th National Glider and
Electric Glider Championships***

**HOSTED BY: *New England Model Aircraft Club Inc., Heathcote Soaring League,
Australian Electric Flight Association in association with The Expo Trust***

from 9.00am Friday 25th January 2013 'til 1.30pm Monday 28th January 2013

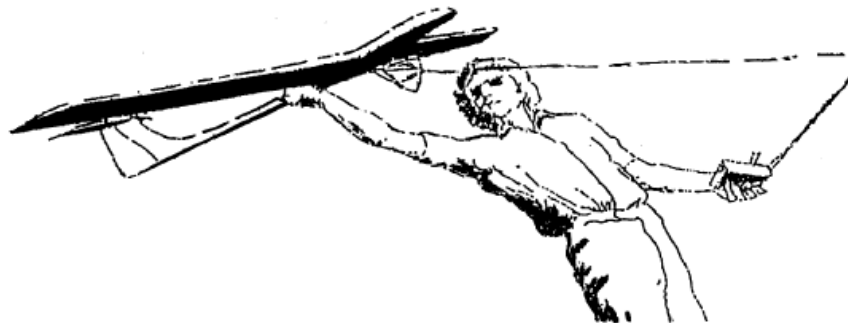
**ENTRY FORM, CONDITIONS OF ENTRY AND
TASK INFORMATION AVAILABLE FROM:**

<http://www.rcgroups.com/forums/showthread.php?t=1708355>

<http://www.lsfaustralia.org.au/>

ENTER PRIOR TO FRIDAY JANUARY 18, 2013 BY

email: hutton.oddy@skymesh.com.au or phone: 0425 285 758



- **F3J**
- **Open Thermal Sailplane**
- **F3K**
- **F5J**
- **Limited Electric Sailplane**



Coota Scale!



Cootamundra Giant Scale Rally

proudly hosted by Miniature Aero Sports New South Wales

State Flying Field Cootamundra NSW

Mark your diary for the inaugural Cootamundra Giant Scale Rally. All large-scale aircraft are welcome. There will be gliders, turbines, war birds, and civilian categories.

This is an MAAA Event and all aircraft over 7 kg will require certification. Details will be sent via email in the next two months. Get in early and book your accommodation.

*Friday, Saturday, Sunday 1-3 March 2013
For further information call Tim Nolan 0412173440*

www.masnsw.org

email: secretary@masnsw.org

Find a Word

A little puzzle to get the grey matter working. Find 24 names of current and former model aircraft kit manufacturers. Words may be vertical, horizontal or diagonal and may even be reversed. Good luck, answers in the next issue

A	X	S	G	C	G	M	P	B	K	D	Z	T	B	A	R	Y	S	T	D
I	R	P	R	Z	B	M	S	X	W	Q	X	O	D	X	O	G	E	Q	V
R	R	W	L	S	Z	I	G	R	S	B	V	T	Z	V	I	D	F	G	H
S	Y	T	V	I	G	C	N	P	R	E	C	E	D	E	N	T	F	N	W
A	L	I	F	G	Y	R	I	T	K	F	L	Y	L	I	N	E	J	I	O
I	Q	K	Y	T	T	O	W	A	I	R	B	M	U	C	K	O	D	L	Z
L	Q	I	I	L	Q	D	T	S	M	R	G	C	B	D	L	N	E	R	Q
W	G	L	V	Q	X	Y	S	X	C	G	M	S	S	C	A	J	M	E	Y
C	L	P	C	N	I	N	E	U	O	V	T	O	B	L	Y	E	Z	T	L
Q	S	E	X	V	T	E	W	X	M	F	M	S	E	E	T	J	T	S	H
J	A	R	G	V	O	T	L	F	C	G	Q	V	L	T	I	G	M	T	O
J	B	S	R	Z	P	C	O	M	E	T	E	E	K	H	X	P	P	J	U
V	A	V	E	J	F	L	G	C	Q	L	K	Z	R	M	E	O	G	W	H
M	L	Z	B	E	L	V	U	K	C	R	I	K	R	Y	X	H	T	N	Y
E	S	X	D	T	I	P	I	Q	E	K	E	I	L	K	R	A	F	T	B
R	A	G	L	C	T	I	L	B	M	H	U	G	H	J	X	V	G	I	F
C	U	Y	O	O	E	C	L	G	E	Y	V	C	P	F	J	E	U	X	I
U	S	B	G	T	S	A	O	O	G	N	O	R	E	V	O	J	C	B	U
R	A	A	I	I	D	N	W	I	O	T	M	A	R	G	O	N	O	M	P
Y	P	Y	R	S	P	B	S	H	W	A	U	Z	P	H	M	D	N	E	O

WESTWINGS
PRECEDENT
MICRODYNE
CLEVELAND
KEILKRAFT
REPLIKIT
BALSAUSA
GOLDBERG
TOPFLITE

MONOGRAM
BERKELEY
GUILLOWS
STERLING
FLYLINE
MERCURY
AIRSAIL
CUMBRIA
VERON

JETCO
MEGOW
COMET
PICA
SIG
FOX

For Sale

¼ Scale Cessna Bird Dog L-19 (0-1D)

Built to Vailly Aviation plan. Model detailed as an aircraft of the 73rd Aviation Company US Army South Vietnam 1964.



Model complete with OS Pegasus 320 4 Cylinder 4-stroke with McDaniels glow driver, Bolly 20" x 8" prop, FG cowl, Futaba R129DF Receiver and Futaba & Hitec servos.

This model was featured in R.C. Scale International (Email of article available).

Price: \$1750 ONO

Phone: (02) 49515143

Email: egnicolle@bigpond.com

**Deadline for submissions to
Newsletter #351 (December 2012) is
Tuesday 14th November 2012.**

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