

MINIATURE →
AERO SPORTS
NEW SOUTH WALES INC.



North American P-51C in Tuskegee colours. Seen at the EAA Air Adventure 2012 in Oshkosh.

Photo via Tim Nolan (SROWA)

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Diary Notes

Next MASNSW Meeting

Friday 8th March 2013, 8:00pm at Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Following MASNSW Meeting

Friday 12th April 2013, 8:00pm at Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta (Note - no meeting in January).

Newsletter #354 (April 2013) deadline for submissions
Tuesday 12th March 2013.

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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

Not much from me this month, other than to plead for more material - I've pretty much scraped the barrel clean so please, any reports, photos, builds - anything at all that would be of interest will be more than welcome. Answers to last month's Find a

Word can be found on page 39. As a matter of interest, does anyone have a go? Drop me a line if you do as I'd like to know if it's worth keeping on with it. May also be able to look at a crossword if anyone is interested. Happy flying – Rob M

BCRCF Raffle

The latest news from our club; after successful Christmas raffle, raising \$640- for the club I decided to donate another art work this time an aviation subject. A limited edition print by Peter Randall- Kent, "Tally Ho!" featuring a Spitfire MK9 in action. The work is beautifully



framed by Joseph Frost in original line and wash French mounting. The raffle will be drawn on Sunday, Mid June at our club, hoping to raise some money for improvement

of our flying facilities. Tickets are available from Joseph Frost (frostjos@gmail.com) or the Club Secretary at \$2.00 each, 3 tickets for \$5 or 10 for \$10- options. Or, visit our club at Emerald Beach, normal flying days, Tuesday, Friday



and Sunday.

Our club now has a new website, check www.brcf.asn.au. More great news, I have successfully test flown yesterday "Touch of Magenta" my latest project, built entirely from Depron and powered by a jet turbine. It is the largest and most powerful built of this kind; a more detailed build log next. Regards Joseph Frost.

Miniature Aero Sports NSW Inc

MINUTES

Business Meeting
Workers Parramatta
8th February 2013

Meeting Opened 8.05pm

Attendance: D Lewis WPMAC, G Atkinson WRCS, B Thrift CVRCMAC, M Stone HSL, W Swan UMAC, J Rolfe NSWAS, E Ashley Cootamundra, D Costelloe QFS, K Barnes PRCAC, R Carpenter HMAS, T Nolan ROW, R Masters WPMAC

Visitors: G Grant PRCAC, S Murray PRCAC, M Swan UMAC

Apologies: S Norrie NSWAS, D deVries SSMAC, D Lacey SSME, K Vella PRCAC, B Baldwin CMAC,

Minutes: Motion that the minutes of the meetings held on the 14 December 2012 as distributed in the Newsletter 352 be accepted as a true and accurate record of that Meeting.

Moved: PRCAC **Seconded:** CVRCMAC **Carried**

Business Arising: Heavy Model Inspector should read Neil Jewell not Bob, apologies Neil. Helicopter Bronze and Gold Wings recorded for Luke Broderick to be forwarded to VMAAA as this member is registered with the Wagga Model Club.

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

Correspondence In From MAAA

- * M 1.1 Dates for MAAA Conference, items 10 Feb, nominations 28 Feb 2013
- ** M 1.2 Sub committee lists for review
- M 1.3 CIAM Flyer 6-2012
- ** M 1.4 CASA Airspace Study of Sydney
- M 1.5 MAAA Executive minutes
- M 1.6 MAAA Conference attendee details requested
- M 1.7 Advice on closure of the SSMAC Incident
- M 1.8 Advice on demographic break up of MAAA membership
- M 1.9 Inclusion of Local Council (item C 2.8, below)
- ** M 1.10 Clarification of procedures for clubs in restricted air space
- * M 1.11 F5B Nationals event in NSW
- * M 1.12 Resignation of MAAA National President
- * M 1.13 Notice re increased model aircraft weight

From other than MAAA :

- C 2.1 D deVries, SSMAC report of member injury – also copies to MAAA
- C 2.2 G Hoy CMAC, MOP Inspector enquiry
- C 2.3 Kay Thichtener, MDMAS, items for MAS Calendar
- C 2.4 G Hoy CMAC, FW25 application for Phimmachanah
- C 2.5 G Harrod COMSOA field registration application
- * C 2.6 Input for MAAA Strategic Planning Forum: (email, hard copy and MAS Forum). Submissions received from: CMAC, GMAC, CVRCMAC, PRCAC, BAC, SSC
- * C 2.7 L Trimmer, Eurobodalla MAC, flying on total fire ban days
- C 2.8 L Yates, additions of local government to MAAA Insurance policy.
- * C 2.9 B Thrift CVRCMAC feedback on the forum
- * C 2.10 H Oddy and A Lowe, Glider Nationals Report
- * C 2.11 A Lowe HSL, Glider subcommittee report
- C 2.12 K Barnes PRCAC, seeking details of the MAAA Financials
- * C 2.13 G Hoy CAMC, feedback on MAS Forum
- * C 2.14 C Weatherhead WRCS, wings enquiry
- C 2.15 Notification of Executive changes at CKSMAC
- C 2.16 C Nguyen, club locations and FPV flying
- C 2.17 Public Display application by HMAS.
- C 2.18 VMAA advice of Public Display Wagga Model Club 1-3 March 2013
- C 2.19 R Wilson, Hastings Radio Modellers, loan application
- C 2.20 Received completed Large Model Permits to fly forms from the following:
 - S Cohen WRCS, S Brackley COMASA, P van de Waterbeemd Bega x2,
 - K Wood LTMAC, J Kastelan BMAC, E Oram CVRCMAC, B Sawtell LTMFC,
 - P Crandon LMFC, P Goff RAAFMAC, P Crandon LMFC, C Ogle SRCS,
 - J Ward KMAC, C Mitchell WRCS, L Wagner FTMAC x23, J Vella SRCS,
 - M Locock CKSMAC, E Ashley CVRCMAC x 2, S Begg WRCS,
 - C Pellatt SRCS, J Abrahams CKSMAC x 3, J Frost BCRFC, M Ford LTMFC

Late Permits: R Sutinen IMAC

C 2.21 Received Cancelled Large Model Permits to fly forms from the following:

C 2.22 Newsletters Received:
Bega District Model Club
The Feral Flyer
MAAQ Airflow

Late Correspondence:

Correspondence Out:

To MAAA:

M 1.11 Advice that no F5B as no person/s prepared to run the event.

To other than MAAA:

- C 2.5 CASA Liaison/ CASA COMSOA Flying Field Application
- C 2.6 Cootamundra Council re additional information for development Application
- C 2.7 Copy of MAAA Financials to PRCAC

C 2.17 HMAS Public Display application

Business Arising from Correspondence:

Motion that the inward correspondence is accepted and the outward correspondence be adopted

Moved: UMAC **Seconded:** WRCS **Carried**

Reports:

Treasurer: **Bob Bishop**

Business arising from the Treasurers Report: nil

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

Other Reports:

President **Bob Carpenter**

The MAAA Strategic Planning session was held on the 1-3 February 2013 in Adelaide. There is a separate report on this workshop with the details. I believe that this was a major turning point in the MAAA and I would like to extend my thanks to those that represented MAS NSW and all those member clubs that provided their views on the future direction of MAAA.

Over the Christmas break and as an innovation to the way in which we communicate with our member clubs MAS NSW instigated a WEB Forum, This allows all member clubs to be involved more closely with the operation of MAS NSW. The information that we were able to obtain in quite a short period of time to assist the Strategic Workshop showed to the Executive that we have a great method of communication. Once again this will be a separate report showing the details of how it works. I must thank the members of the Parramatta club for developing the web interface and assisting us in the administration of this new facility. It will be a work in progress and we will look into refinements as we obtain feedback from our members.

Registrar **Dave Lewis**

Current Year		New to System	As of Feb 2012
Seniors (Includes Pensioners)	2226	227	2146
Juniors	111	37	92
No. of Clubs	86		92
Total Membership	2237	264	2238

CASA Liaison Officer **Daniel deVries**

Nil

Chief Flying Instructor **Bob Carpenter**

Please supply names of those wishing to be involved in the next instructor's course and workshop to the Secretary. We are planning an April/May time period to suit those enrolled.

Education Officer

Nil

Mike Close

State Flying Field Secretary / PRO

Steve Norrie (delivered by Ted Ashley)

Our building project has commenced after satisfactorily meeting council requirements. It is estimated that construction will be completed before the end of February.

The road way has been resurfaced with gravel from the main gate to the inner compound. The cattle grid for the inner gate has been delivered and will be installed during February.

The runways have been treated with wetting agent and fertiliser, which has been watered in. The required effect is can be seen already.

A replacement refrigerator has been organised and will be delivered to the field in the near future.

The fire trailer has finally arrived and has been tested by watering the runways.

Many thanks to the Cootamundra Aeromodellers Club, for organising the local contractors for the works being carried out on our behalf.

Other Reports:

MAAA Strategic Planning Workshop

Don Costelloe

The Committee of the MAS NSW asked me to attend the MAAA Strategic Planning Conference in Adelaide on the weekend of the 2-3 Feb 2013 and I was happy to be a part of what I consider to be a very important process.

Before commenting on the conference I feel it is important to briefly outline some detail of the MAAA. The MAAA is really an “umbrella” organisation for the state bodies, MAS NSW etc. The MAAA in fact has only ten members with a total of twenty four votes. They are not really responsible to the individual members (associate members) these are the responsibility of the state associations. This is only by way of explanation of how the MAAA and State Associations work and this did effect how this affected how the conference was run.

Now on to the conference...

Prior to the conference opening there was some discussion on revamping the heavy model MOPs. This was brought about by communication between CASA and the MAAA and after some discussion a vote of the MAAA members passed a motion changing the MOPs to better align with the CASA regulation and more detail will be announced as the MOP details are sorted out.

The actual conference started at about 8:30 Saturday with an opening address by the conference organizer Neil Tank stating the details and aims of the conference and introducing his team and the two volunteer facilitators involved.

Next came an address by the MAAA President in which he made it very clear he did not understand the process and intimidating that he was not in favour of the conference. “A very strange opening address” and it had “QUITE” an effect on the room!

The process was started with the explanation that there would be no voting, this was a information and opinion gathering exercise, we were then divided into tables or teams and the discussions started.

First item on the agenda was discussions on the division of responsibilities between MAAA and the state associations. It seemed the MAAA president's opening remarks were not going to have an adverse effect on the conference, the discussions were already robust and varied, but all expressed in a constructive and enthusiastic manner.

The "vibe in the room could only be described as positive!

Next came the "Mission and Vision Statements" both of which were of utmost importance to the MAAA's future.

The above was followed by an extensive SWOT process during which many headings were presented by the facilitators followed again by enthusiastic opinions and discussion all with a positive attitude.

Some of the topics of the SWOT session were:

- An aging membership (40% over 60, membership recruitment, targeted marketing).
- New technologies (park flyers, quads, FPV).
- Sub Committees (some exceptions but standing sub committees do not work, specific working parties with sunset clause).
- Communications.
- Training.
- Flying facilities.
- Competitions (Nationals, international).
- Land purchases, loans for facilities.
- Safety.
- Liaison with government authorities (Federal Government such as CASA, ASAC, etc).
- Liaison with international bodies (FAI).

In my opinion the process was a credit to the organisers. It was well put together and well presented. The facilitators drove the process well so that little time was lost and they showed skill at stopping certain topics from side tracking the discussion.

It was no "easy" trip for the delegates, the days were full. There was a vast amount of information and opinion gathered. The discussion was always lively but constructive and carried out in a respectful manner.

The conference closed mid afternoon Sunday with a closing speech by Neil Tank thanking his team and the delegates. Then came a closing address from the MAAA President that I could only describe as a "bombshell". He "as he did in his opening speech" said he had no understanding or faith in the process and that he hoped the outcome was positive. He did not even have the common courtesy to thank the delegates for their time and effort. I am sure he thought the delegates had wasted their valuable time and effort.

It is a shame that this closing and not the excellent work done became the topic of conversation as we broke up to go our separate ways.

I personally thought the conference was a very good one. I think it certainly met the objectives. I thought the energy and enthusiasm shown was great. I think it went a long way to "future proofing" the MAAA and the state associations. I hope the MAAA will consider similar conferences in the future as I think it will be a valuable tool in recognising what needs to be done to secure our future.

MAAA Strategic Planning Workshop Bob Carpenter

The purpose of the Strategic Planning Workshop was to work with the Executive, Council Members and selected representatives to commence defining the way forward for MAAA. MAAA does have a significant amount of procedures and policies however it has been felt that the organisation does not have a direction for the future and there are many different views of how we need to work together to ensure that we are meeting the needs of our members and the changing technology that we are continually faced with.

The participants arrived from early Friday afternoon and this part of any workshop and the Council conferences is a very important time. The purpose is to renew acquaintances, but more importantly to discuss in a relaxed atmosphere what is happening within your organisation. A key point from all this was that most of the organisations are facing all the same challenges. This then permits a free exchange of ideas and open discussions during the formal part of the weekend.

MASNSW was represented by your President, Bob Carpenter; Vice President and Secretary, Tim Nolan; Assistant Secretary, Don Costelloe; and Dean Reibolge. All the selected people have had extensive experience in their corporate lives in Strategic Planning and implementation and were very much aware of all the input from our members.

At 8.30 Saturday Neil Tank gave an outline of the process for the weekend and the key points were:

- This weekend is a workshop to obtain ideas from all participants on how we can improve the MAAA in the future.
- The time line that we are working on is a 10 year view.
- All subjects will be covered.
- There are no silly ideas.
- There will be no voting, only a collecting of ideas to improve the MAAA for our members and the administration

Neil then advised that after the ideas were collated that the subcommittee would review and prioritise the outcomes and present a plan for going forward at the May Council Conference. The MAAA President was then asked to provide an opening address. The President made it clear to all present that he was not a fan of Strategic Planning and that his views were different from those present. This was quite a shock to those that had travelled for the workshop as we expected top down leadership in this area.

All the participants were divided into groups with the representatives from the same organisation in different groups. The Workshop started with the groups working on the Vision and Mission Statement of the MAAA. This is a key starting point as during this time we had to identify exactly what is MAAA. At this point in time MAAA does not have an agreed Vision or Mission Statement. The inputs were collected and will be put together by the Subcommittee.

This then led to an exercise of working on the Strengths, Weaknesses, Opportunities and Threats to MAAA. The method used was to allow each person in the groups to come up with their ideas and after a period of time discussion within the groups and finally a representative from the group gave their ideas to all the other groups present. This system worked very well and ensured that no individual took over the group and that all members present were included.

The afternoon session covered the following areas:

- What do our members want from MAAA.
- Communication Processes.

- Membership.
- Marketing.
- Flying Facilities and Use of the Land Fund.
- Education.
- Training and Safety.
- Competitions and the Nationals.

The day's activities finished at 5.30. Overall a large amount of information was collected and that provides the information that MAAA needs to ensure that it is providing the support for all its members.

Sunday was focused on the way in which MAAA works with the Council and the member organisations. The areas were:

- MAAA Administration processes.
- Sub Committee effectiveness, their future and alternatives.
- Direction of the Council Conferences and what should be the focus.
- Open forum on MAAA issues.
- Where to from Here.

This area and the outcomes will ensure that the Council conferences will become more efficient and relevant.

Following a total overview by Neil Tank he once again called on the MAAA President to provide a closing address. This closing address showed that our President's view on the value of strategic planning and future direction of the MAAA where diametrically opposed to the rest of the MAAA Executive and that of the entire gathered members of MAAA Council. I will not go into any further details of this address except to inform the membership that the President of MAAA has tendered his resignation and will be replaced in accordance with the rules of the MAAA.

I feel very confident that MAAA is definitely prepared to provide what our members want and there will be very positive changes. I would like to caution that we cannot make wholesale changes in a short amount of time but there will be positive progress.

I would like to thank all our clubs and their members that provided ideas and viewpoints to your Executive. We are aware that this was required over the holiday period and the use of our forum, email and personal contacts ensured that we were not putting forward our individual ideas but those of our membership. I thank you all for your input.

Forum Report

Bob Carpenter

For some time MAS NSW has been aware that the use of open forums on the Internet has been a source of information that many modellers find invaluable. But there is a down side to this easy access of information. Due to the anonymous nature of the system, it is possible that anyone can put forward information that may, in fact, be misinformation.

MAS NSW like many other organisations, including MAAA and their member organisations has a policy of not commenting on open forums.

In an effort to provide information and answers to all our Member Clubs (note: that MASNSW is an association of Clubs, not individuals) we, over the Christmas break have set up a Forum.

It can be found at <http://www.masnsw.rcflyingclub.com>.

This is an ongoing project that is structured on three levels. They are:

1. MASNSW Executive only.
2. MAS Executive and the member clubs.
3. Open to all individuals.

At this point in time we have only implemented stages 1 & 2. We will discuss with the Clubs all the ramifications of open access by individuals before this is implemented.

If you were to access the Forum from the above link you will see that it is open to view by anyone. This is where we are able to provide information to all our members (and anyone else that opens the page). You will also see the responses and questions put forward by the Clubs. However, you cannot respond to the threads unless you have been provided access.

To provide level 2 access you must register. The system is that we will permit all Club Executives to read however, only one person per Club will have write access and the ability to start new threads. When your registration is received it will be checked off on the MASNSW Membership Database to ensure that you are a member of a Member Club and you will then have the appropriate access privileges.

You are able to use Avatars (Login names) but on the top left side you will see that the screen includes your full name, your club and your Aus number. This removes the anonymity and ensures that the information is on behalf of a Club.

Where you choose to place your thread is up to you. A major point to be aware of is that the General Discussion area is open to all viewers.

We in the Executive believe that this Forum will allow a greater dissemination of correct information to our membership.

We will rigorously monitor the Forum and remove immediately any personal attacks or posts that are deemed to be not in the best interest of the Association.

However, there is no limit on information that is included. We encourage open dialogue “warts and all”. We will continue to work to make MASNSW open and transparent.

Feedback and suggestions on this system are welcome.

Motion to accept Reports as received

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

Awards:

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

Paul Phibbs	CVRCMAC	74028
Garry Jennings	IMAC	71492
Eli Mehanna	WRCS	67191
Simon Haverfield	SMFC	64373
Craig May	SMFC	76460
William parker	SMFC	28585
Gregory Roberts	CCMAC	74021

Terry Wade	HEMFC	27145
Brian Hoggan	SHMAC	31220
Craig Downes	HFC	54552
Chris Jones	COMSOA	28195
John McConaghy	CCVMAC	46389

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

Stephen Rickard	HEMFC	67288
Alan Taylor	SSSFA	69429
Craig Downes	HFC	54552
Robert Angelo	CCMAC	67296
Steven Bell	LTMFC	73599
Michael Bell	LTMFC	71493
James Bell	LTMFC	71434
Steven Thurkett	SSSFA	73955

Applications received for approval for MAAA Fixed Wing Power Instructors

No applications received

Applications received for Approval of Commercial Model Aircraft Flying Instructors:

Alan Cain	LMMAC	36142
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Applications received for the approval of MAAA Helicopter - Bronze Wings:

Ashley Tolley	IMAC	76438
Chris Katrivessis	FMAC	76363

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

Craig Downes	HFC	54552
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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:

Jacob Bloom	WSSS	59847
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Applications received and approved for MAAA Glider Instructors:

No applications received

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

MAAA Inspector Approvals:

Heavy Model FW 25 Inspector Approvals

Neil Jewell	TARMAC	34330
Bill Swan	UMAC	24043

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 2012:

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:

Society of Antique Modellers Old Timers Orange Feb 2013

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

Motion to accept these awards.

Moved: UMAC **Seconded:** WRCS **Carried**

General Business:

The first item of General Business is:

The next Business Meeting of MASNSW will be held at the Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta on the 8th of March 2013. The meeting to commence at 8.00pm, (2000hrs), All Members, Observers, and Visitors are welcome.

Discussion surrounding the World F3C Championships (Helicopter) being held in Wloclawek, Poland between 19-28 July 2013. The team consists of Mark Swan, Brendan Tucker and Mick Warren with Bill Swan as the Team Manager. MAS NSW has been approached to support the MAS NSW representatives in that team. There was discussion surrounding the amount of financial assistance and also the MAAA assistance that is available. It was agreed by the Executive that enquiries would be made as to the funding situation and report back next month to the meeting and to correspond with the F3C team representatives from UMAC.

The matter of sponsorship/advertising in the MASNSW newsletter, upon reviewing the publications of the other states bodies was discussed and the policy position taken two years ago about no advertising in the newsletter. There are issues about the size of the email file as it is getting very close to email limits. There is considerable reluctance to reduce the quality of the document by reducing the photo file size. It was also discussed about the need to publish the MAAA Newsletter or should that be put on line? The same was said of the CIAM newsletter. The Executive will also explore some options to better manage the format of the MAAA Newsletter. If advertisers were to be permitted there becomes an issue of trying to manage their file size while still giving them good quality advertising. The Meeting resolved that we will raise this as an issue on the MASNSW Forum for further discussion.

Questions were raised as to the location of any MAS NSW Flag. Presently there is not one, and it was felt that with the Nationals events a flag should be manufactured so that it can be flown at events. The Executive will action this item.

NSW SAS raised the issue of the upcoming CIAM Rules meeting where there is discussion of changing the F4H Scale rules to allow aircraft of up to 12kg, and the scrapping of the pilot/builder rules. There is considerable resistance from within the scale special interest group to this proposed change and they are seeking some advice as to the value of sending a person to assist the MAAA Secretary at the CIAM Plenary session later in the year. The Executive will make further urgent enquiries and report back to the meeting next month.

The following agenda items will be submitted for the MAAA Conference.

- 1 The need to name and restructure MOPS to better clarify a policy and procedural documents
- 2 A uniform roll out of the flight training system on a national basis
- 3 Method of recording interest on MAAA accounts that it should be clearly shown as income and used against expenditure and not just added to consolidated revenue.
- 4 Review and remove the 7-25kg weight limits to better mirror CASA regulations.

Motion: The meeting recognises efforts and thanks the President, Vice President, Assistant Secretary, and Dean Riebolge for their commitment, participation and input into the MAAA Strategic Planning Conference, held last weekend.

Moved: UMAC **Seconded:** PRCAC **Carried**

There being no further business before the meeting, the meeting was declared closed at: 10.50pm

MASNSW 2013 Events Calendar

(Compiled 24/2/2013)

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

March 2013

1-3	Giant Scale Rally State Flying Field	Cootamundra	Tim Nolan	0412 173 440
2-3	Hunter Valley Championships	Muswellbrook	Phillip Thichtener	0417 725 981
* 2-3	Sportsman Pylon	Nowra	Jeremy Randle	0418 390 446
8	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
9-10	Pattern APA Masters and Work Champs Selection	Parkes	Richard Knox	02 4446 1021
* 16-17	NSWSAS Scale Masters Round 2	Metford	John Rolfe	02 9734 6288
16-17	3DX – 3D R/C Helicopter Event	Vineyard	Bob Carpenter	02 4577 6612
* 23-24	Thermal Glider Heathcote Cup	Maddens Plains	Fred Lodden	02 8576 6431
24	Blacktown Aeromodellers Club Electric Fly-In	Doonside	John Kastelan	02 9671 2340
28/3-1/4	SAM1788 Old Timer Championships	Canowindra	Grant Manwaring	02 6241 1320
29-31	66th Nationals - Electric Glider Events	Cootamundra	Peter Pine	02 6676 1437

April 2013

* 6-7	Pattern / Aerobatics	Illawarra	Richard Knox	0417 483 689
12	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
12-14	Twin Cities Autumn Scale Rally	Albury	David Balfour	02 6043 3169
13-14	TARMAC 40th Anniversary Fly-In	Tamworth	Richard Exler	0438 314 882
14	2m Thermal Glider Millennium Cup Round 3	Lake George	Stan Rucinski	0409 917 806
27-28	Wyong River 4th Old Timer Weekend	Wyong	Basil Healy	02 4341 7292
26-28	66th National Championships – Pattern	Pitt Town	Richard Knox	02 4446 1021

May 2013

4-5	Veterans Gathering	Muswellbrook	Phillip Thichtener	0417 725 981
10	MASNSW AGM	TBA	Bob Carpenter	02 4577 6612
* 12	Sportsman Pylon	Illawarra	Jeremy Randle	0418 390 446
16-19	Helifest 2013	Coffs Harbour	Scott Lockyer	0488 528 353
18-19	COMSOA Scale Fly In	Metford (Maitland)	Paul Robertson	02 4946 8334
19	2m Thermal Glider Millennium Cup Round 4	Salt Ash	Paul Gibson	0425 356 533
25-26	NSW State Champs - Large Scale	Taree	John Rolfe	02 9734 6288

June 2013

* 1-2	Sportsman Pylon	Pitt Town	Jeremy Randle	0418 390 446
1-2	Spad Fest	Warialda	Laurie Reily	02 6729 4165
14	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
8-10	Sport and Scale Fun Fly	Coffs Harbour	Norm Young	0434360813
8-10	LSF Nat'l Glider Event / F3J Team Selection Trials	Jerilderie	Alan Lowe	0416 207 251
15-16	Pilots Choice Scale	Gunnedah	Paul Hartley	02 6742 1926
* 15-16	New England Gas Champs – Old Timers	Tamworth	Basil Healy	02 4341 7292
* 22-23	Pattern / Aerobatics	Wingham	Richard Knox	0417 483 689
* 29-30	Sportsman Pylon	Nowra	Jeremy Randle	0418 390 446

July 2013

12	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
* 13-14	NSWSAS Round 3 Scale	Blacktown	John Rolfe	02 9734 6288
* 20-21	Open Handicap Gliding	Gunnedah	Paul Hartley	02 6742 1926
* 20-21	Golden West Old Timer Competition	Parkes	Peter Smith	0423 452 879
27	OS Day at WRCS	Belrose	Col Buckley	02 9918 0908
27-28	Frank Bryant Memorial Warbirds Weekend	Muswellbrook	Phillip Thichthener	0417 725 981

August 2013

* 3-4	Sportsman Pylon	Pitt Town	Jeremy Randle	0418 390 446
9	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
17-18	NSW State Champs - Stand Off / Open Scale	Richmond	John Rolfe	02 9734 6288
24-25	TARMAC Scale Rally	Tamworth	Richard Exler	0438 314 882
31/8-1/9	Oily Hand Diesel Day	Cowra	Andy Luckett	02 6342 3054

September 2013

* 7-8	2m Thermal Glider Millennium Cup Round 5	Taree/Old Bar	John Kinlay	02 6555 3364
7-8	Belconnen/Yass Old Timer Weekend	Yass	Grant Manwaring	02 6241 1320
13	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
13-22	Manilla Slope Soaring Festival	Manilla	Stephen Wenban	0437 032 660
25-29	66th Nat'l Championships - R/C Scale State Field	Cootamundra	John Rolfe	02 9734 6288

October 2013

5-6	Eastern States Gas Champs – Old Timers	Wangaratta	Grant Manwaring	02 6241 1320
11	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
* 16-20	Coota Cup – Old Timers	Cootamundra	Grant Manwaring	02 6241 1320
* 19-20	NSWSAS Scale Round 4	Richmond	John Rolfe	02 9734 6288
19-20	Sportsman Pylon	Marulan	Jeremy Randle	0418 390 446
* 20	2m Thermal Glider Millennium Cup Round 6	Maddens Plains	Fred Lodden	02 8576 6431
25-27	Twin Cities 30th Annual Float Plane Weekend	Albury	David Balfour	02 6043 3169

November 2013

8	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
9-10	Warialda Fun-Fly	Warialda	Laurie Riley	026729 4165
* 10	Shoalhaven Shield, 2m Glider Millennium Cup Rd 7	Bomaderry	Ian Avery	02 4232-1093
* 16-17	Old Timers Event and C/L Fly-In	Muswellbrook	Phillip Thichthener	0417 725 981
23-24	Sportsman Pylon	Marulan	Jeremy Randle	0418 390 446

December 2013

13	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
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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, Pittown 26-28 April 2013 Contact: Richard Knox	F3A Aerobatics Masters F3A Expert Advanced Sportsman

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



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

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 rpknex@bigpond.com

Bulletin 2 - 2013 Australian National Championships for Radio Control Precision Aerobatics



NSWPF

Organisers

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

Dates

26 – 28 April 2013.

Location

Hawkesbury Region, NSW

[http://www.hawkesburyaustralia.com.au/maps/?](http://www.hawkesburyaustralia.com.au/maps/)

Participation

The event is open to all members of MAAA affiliated clubs and Non-Australian FAI affiliated air sports bodies.

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.

Certain local restrictions relating to over flight areas, flying times and other airspace users (notably the nearby RAAF Base) must be complied with but these are not expected to interfere with the competition.

Practice Sites

The competition site will be available for practice on Thursday 25th in conjunction with normal club activities and field set up.

Other fields within 2 hours drive of Pitt Town will be available in the week leading up to the event.

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.

Rules

The contest will be held under MAAA rules, NSWPF guidelines and the CKSMAC local field rules.

Awards

Medallions and Prize certificates will be presented to the first three place getters in each class.

Every competitor will be presented with a certificate of participation.

Schedule

Thursday 25 th	Arrival of competitors		
	Practice and Registration/ Model processing	CKSMAC Field Racecourse Motel	0900-1700 1800 -2000

Friday 26th	Registration/processing		0800-0830
	Briefing	CKSMAC Field	0830
	Rounds 1 and 2		0900 - 1230
	Rounds 3 and 4		1230 - 1700
Saturday 27th	Briefing	CKSMAC Field	0830
	Rounds 3 and 4		0900 - 1230
	Lunch		1230 - 1330
	Rounds 5 and 6		1300 - 1700
Sunday 27th	Briefing	CKSMAC Field	0830
	Completion of rounds 5 and 6		0900 -1200
	Fly- off rounds*		1200 - 1600
	Prize giving		1630
Monday 28th	Departure of competitors		

* Two fly off flights will be held for the top 5 of each class to determine the final result if time permits.

Entry Fees

A\$65 per senior entry and A\$45 per Junior entry includes lunch on Saturday.

Insurance

MAAA members must produce their FAI Sporting Licence as proof of insurance cover. Overseas competitors must comply with MAAA MOP 042 3.3.3 <http://www.maaa.asn.au/maaa/mop/policy/MOP042%20-%20Policy%20VISITOR%20INSURANCE%20-%207%20Feb%202010.pdf> this will be coordinated by 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

<http://www.wotif.com/search/Advanced?startDay=2013-04-25&minDay=2013-02-05&days=all®ion=3564&page=11&viewType=all>

Camping is permitted on the field but there are no showers or mains power.

Catering

Light refreshments will be available continuously during the competition.

Lunch can be ordered for delivery to the field on Friday and Sunday.

A catered Lunch will be provided on Saturday the cost of which is included in the entry fee.

Contact

Richard Knox on +61 2 4446 1021 or

rpknnox@bigpond.com

Entry Form



Australian National Championship for RC Precision Aerobatics

26 – 28 April 2013, Pitt Town NSW

Normal Entries close **8 April** after which a late entry fee of \$15 will be payable.

Name.....

Address.....

Suburb.....State.....Postcode.....

Email Address.....Mob Number.....

Club.....MAAA Number.....

Class (Circle one only) Sportsman Advanced Expert F3A

Frequency.....

Entry Fees (includes catered lunch on the field Saturday):

Senior: **\$65** Junior: **\$45** Late Entry Fee: **\$15** Additional attending Lunch Saturday: **\$20**

Entry Fee..... + Late Fee(if applicable).....+ Additional lunch(s) **Total**

Payable.....

Payment by direct debit is preferred to:

Account Name: New South Wales Pattern Flyers Inc.

BSB 032701

Account Number 207959

*Please annotate the transfer with "Nats Fee" and your MAAA number

Either scan the completed form and Email to rpknex@bigpond.com with "Nats Entry" in subject line and noting your payment method in the text body **or:**

Email ALL the details on the form **or:**

Mail the completed form with payment to:

Richard Knox,

Secretary, NSW Pattern Flyers Inc.

PO Box 3252,

NORTH NOWRA NSW 2541



66TH NATIONAL CHAMPIONSHIPS FREE FLIGHT (POSTPONED EVENTS)

Due to unfavorable weather conditions at Narrandera the events listed below were postponed and will now be flown at Richmond NSW in conjunction with the Richmond Scale Rally 6th & 7th of July 2013.

Program:

Saturday 6th July **F4A** (Free Flight Scale) Flying. 7.00am - 11.00am.
Static Judging. 10.00am - 1.00pm.

Sunday 7th July **1Hour Power Scramble.** 7.30am - 8.30am.
Catapult Launch Glider. 8.30am - 10.30am.
Hand Launch Glider. 9.30am - 11.30am.
Discus Launch Glider. 10.30am - 12.30pm.

Please note if you have already entered the 66th Nats (FF events) you will not be required to pay the administration fee again. We have also separated the 3 glider categories, however only 1 event fee is required to fly any or all categories.

ENTRY FORM:

NAME: _____ FAI Number _____

Email address _____ MOBILE _____

EVENT	FEE - \$5.00	
F4A		
POWER SCRAMBLE		
CATAPULT LAUNCH GLIDER		
HAND LAUNCH GLIDER		
DISCUS LAUNCH GLIDER		
ADMINISTRATION (includes 1x badge and 1 x sticker)	\$20.00	
Additional Badges @ \$2.00 Additional Stickers @50 cents.		
	TOTAL	

Please send entries to NSW FFS Treasurer Tahn Stowe 3/152 Brook St COOGEE 2034
Entries close JUNE 30th 2013. Please make cheques or money orders payable to NSW Free Flight Society. It would be appreciated if entries including fees be received before the closing date. Payment of fees will be accepted on the field with prior entry.
email entries to: stowes@ozemail.com.au

Club News

A Message from an Old Timer

"Now hear this" as the Ship's Master would say.

As the years go by, none of us are getting any younger! I was about the age of 7 when I saw my first model aeroplane in the local park. It was a small scratch built control line model flown by the local Scout group (boys that were all of the age of 14 or 15). I clearly remember the two small brass fuel pipes (one inlet and one outlet) sticking out the side of the fuselage. The whole tank wouldn't have been any more than 50ml of soldered tin, feeding a small Cox .049 or something similar. I distinctly remember the high pitched scream on start and the whoosh of air when the fuel ran out and the plane continued on in a circular motion, slowly heading towards the ground. That special day sat with me for ages. A few years later on, I was fortunate to be taken on holiday to San Francisco. On the hills of California I was to witness a magnificent sight - RC Gliders, with wing-spans you can only imagine. I was hooked; it was RC for me.

I grew up over the years and at every opportunity built a plane - plastic, balsa, rubber-band powered. It didn't matter, as long as it flew. I would collect paddle pop sticks from the playground and glue them together at school during recess to make the shape of a wing. Yes, I was that weird kid that loved planes. I could tell you a Connie from a Comet, from a Seven-O to a Jumbo. I knew them all.

An old bloke in the next street showed me the ropes. I would visit his garage and learn the art of dope and tissue by damp the tissue down first, and how to spray a model from a tin can. We would then head to Ku-ring-gai Oval each Sunday morning in his old white Jag. Though, these days there would be a

whole lot of political correctness about such a thing, my parents were cool about it all because they knew my love of planes and the old bloke seemed nice enough. The old bloke gave me his FOX .35. I was so chuffed; I still have it to this day. It came from his Nobler (which I greatly admired - but he wouldn't give it away to a kid round the corner with no flying experience (I can understand that). I still wouldn't sell the motor for quids. Ross Williams from Greenacre, if you are still out there, thank you! You made one small kid very happy and helped to develop a lifelong passion for aero-modelling.

Over the years, I did all the aviation stuff. Even flew the real thing, but I kept coming back to "play" with model planes. It was my passion, I am now heading towards 60, and I have been fortunate to teach my sons and daughter to also build and fly model planes. It has been an enjoyment we have shared together. They have their own families now, but I am lucky enough that occasionally (albeit rarely) they come to the field and take over the sticks. I inwardly laugh, because once they were better than me, but now they get nervous when I hand them the controls. They are taller than me, but I still feel 10 feet tall standing next to them. Proud as punch, having taught them about aero-modelling I always have a grin from ear to ear when they are beside me!

Over the years, I have made many great friends and been part of a great club. But our club numbers are dwindling! It is difficult to compete with computer games and the X-Box.

It seems these days, that unless aero-modelling can be done in a few short hours, there is no challenge. No doubt, we've all seen the changes over the years! To buy a

balsa kit these days is rare. Everything is ARF or RTF. The younger ones seem to go for the RTF and can master it in a few short hours! Everything needs to be done quickly. So what's the challenge? In an aviation age where pilots are more computer programmers than persons feeling the wind in their hair, it is a challenge. Regrettably, to bring them back to the days of old is not the only challenge. Community activities such as ours are losing ground. Bowling clubs are a thing of the past, and sadly, Scout groups and Girl-guides are suffering the same sort of challenges.

So how do we keep ahead of the game? Well, I myself have given way to a new breed of young flyers. Those who are interested in the new gizmos and gadgets that are coming onto the market. Sure, I'll keep flying the glow stuff. I might even convert to unleaded one of these days, helped along by a younger kid. But I'll still be a fountain of knowledge for those interested in dope and tissue. Hopefully, I can even grab an opportunity to pass on the old fibreglass plug and mould techniques. But one thing is for sure, at some point we all need to "let go"! Just as we did with our kids growing up! We need to acknowledge we won't be around forever. If we truly have aero-modelling at heart we will let the new kids take over the reins and keep aero-modelling going into the future. We should guide them and help them, but certainly not hinder them with stories of "in my day we did it this way!!!!". They know what the new generation want, and they are the best people to keep the younger ones engaged. After all, the age gap is less between them and the really young, than you and I keeping control. If we, as senior pilots hold on for too long, we will take aero-

modelling to our graves and the younger, passionate ones will either give up on us or just start their own new clubs with new ideas and ways and they will push us aside!

As I see it, it is not a sport of old fogies! It's a sport and recreational activity for generations to come. Let's keep it alive by succession planning. The young ones will stuff up, sure as eggs - just as we did. But let them have a go. That's what it is all about. If we all hold on for too long we will turn around one day and nothing will be there. So ..., just as the old master does with his newly build glider, "let it be chucked off the cliff for the first time. If it has been build right it will fly well". "If it stalls, you will be there to help it fly a second time". That's how we keep aero-modelling going for the next generation. For your Grandsons and Grand-daughters and their Grandsons and Grand-daughters.

If your club hasn't given any thought to this, then start thinking about it now ... before it's too late!

As I look back, aero-modelling does bring a tear to my eye. Not because it is a balsa aeroplane flown in the distance by some little box, but because of the friendships I have made, the fun times I have shared and those I have taught. Most of all, it will be a passion I have passed on to others - A new generation. Thanks to my first radio, a Futaba, those Scouts in the park and that bloke in his garage who took the time to show me model aeroplanes!

Warm regards
An Old Timer.
(name withheld)

“Touch of Magenta”

Joseph Frost (BCRCF)

It has been over two years since my first jet turbine powered foamy (fitted with a Wren44G) hit the skies and despite my little drama during the 3rd flight at “Jets over the Fraser Coast”, the model performs great to date especially after my recent improvements to the elevon trailing edges. The main aim of building this model was to be able fly it of any grass field, but being such a light wing loading there is a drawback; not the greatest model to fly in windy conditions. As a large Delta wing at 6kg AUW, coming home 5kg dry, shifts the CofG slightly back and can bite you a little in stronger head or cross winds. This gave me the idea to build new, slightly larger model using a more powerful turbine and add few more kilos to the frame along the way to increase the wing loading. Jets are meant to be heavy, so let's start new design.

The first thing before any build I make sure it can fit in the vehicle for transport so I decide on wing span and the lengths. 142x250cm seems a pretty practical size to handle on my own and I was hoping to keep empty weight under 8.5kg. Experience in building and flying my large EDF powered models comes in very handy with a project like this and, as with each model I decided to do few new modifications. A shallower fuselage profile with a longer front nose section for future possibilities of installing small fixed canards, 30deg winglets fitted to the wing tips and 65cm long rail winglets set at 45deg. to the belly for more stability and extra fuse strength. Another new concept I will try at a later stage is to install small operational rudder fins at the rear fuselage belly, to help on finals in cross wind conditions. Placing the power unit further back will force me to add a considerable amount of ballast in the nose but even at 10.5kg AUW the wing loading is expected to be around 80grams per decimetre sq. That's pretty light, just about

the load of an average 2 metre pattern model, so it should make it an enjoyable, stress free jet flying model. In reaching my grey old age I'm trying to unload any unnecessary stress load on my fragile foamy-marsh mellow system.

Putting down 5 sheets of Depron, joined together with masking tape I start drawing the main fuselage layout and cutting it out. Joining it together and laminating two more layers with carbon fibre tubing sandwiched laterally in the middle using epoxy gives me the basic frame. Power unit and fuel tank position (located prior) is further reinforced during the lamination process and the main plywood reinforcement follows length wise. Modellers always ask me how do I get the strength using the foam with such large models, my answer is simple, just see what they put in before they pour concrete. Further, the whole frame is lined up with various balsa profiles to create leading and trailing edges. Extra ply/balsa inserts are also positioned before lamination in all control hinge and landing gear areas. The upper fuselage frame comes next, using 6mm and 9mm Depron cut to shape, further strengthened with balsa profiles creating a super light and strong structure. Most unusual in my designs is, I don't use a single curved line in my build giving it more of a stealth look alike. Special attention is paid to engine formers well anchored to the frame, using quality ply wood to spread the load. the slightly sunk-in fuel tank base is made large enough for future adjustments of fuel tank position to achieve correct balance, well sealed off, with external drainage and air vent tubes fitted. For easy access to all installed gear I build the entire top fuse cover removable in four panels. As my power unit is sunk half way inside the fuse I have also added 5 extra openings (cheater holes) to the fuselage as air intakes. Being a simple elevon

control set up I have decided to use my old faithful 36meg radio gear with RX antenna erected from the nose well away from any possible interference. After preliminary fit of all the gear it took approximately 1kg of ballast in the nose to balance it at the assumed CofG position. Learning from my earlier builds I found my Delta designs need to be considerably nose heavy on full tank as they can become a handful coming home dry with the remaining fuel pushed back in the tank with slight flaring angle, making model tail heavy.

Painting time, using a metal ruler, I mark off with ball pen all areas to be painted leaving an embossed line in the foam. Using the same method is also an easy way to create any panel lines if needed as a special effect. Next step is the application of a water based primer over the whole frame, white is used for light colour tones and darker grey used where darker tones will be applied. All imperfections are easy to spot after the base colour dries, filled, sanded and final coats being applied by hand. To compliment the rather "religious" colour of the power unit I have chosen various tones of magenta as a final finish and have given my model the appropriate name "Touch of magenta". I normally put two to three coats of water based satin finish to get a good and even cover over Depron. I always prefer numerous thinned down coats to applying thick paint. Simple fixed landing gear is made up to minimize drag, while using hard rubber wheels designed for heavy jet models. Gear is fitted to the ply formers set inside the foam frame. 6mm hardened wire is shaped for the nose gear and a pull-push steering mechanism made up, driven by a strong metal gear servo. While fitting the landing gear I always make sure to get good a positive angle of attack, and while still upside down on the bench I find very useful to epoxy 50mm long skewers embedded inside foam at the CofG position.

Back on its wheels and ready to be fully fitted out. Now the exiting part comes, fuelled up for the first time to check the plumbing and the first spool up in the backyard. This is done normally early in the morn to wake up all the neighbourhood wondering what the hell is going on, but lasting only a minute or so to confirm all is well. Next thing is taking it to the local club to show it off, proper range check is done with turbine running at various throttle settings from the distance that I couldn't hear it even at full 163000 RPM and some taxi and acceleration test runs. All this was with positive results except for the provisional nose gear foam tyre busting on the rugged grass strip (replaced only after my maiden due to Christmas break delays).

A few days later the big day arrived, perfect weather conditions, ready and fuelled up on the tarmac for its first flight and guess what! Opening my transmitter case I was horrified to see my radio dead, accidentally leaving the power turned on the night before while resetting my timer. After quickly making up an open wire charging jack I managed to recharge the battery to a safe level for my maiden. All this added unnecessary stress, but it quickly dissipated after the model smoothly rotated and rose to a safe level on its first circuit. Awesome turbine sound gives you goose bumps all over; it feels so wonderful to see all your hard work paying off. Aileron controls were much too touchy and were reduced for the next flight but required even further reduction. The first two landings were rather longer than I expected due to the residual turbine thrust, requiring gradual power reduction a lot earlier on the downwind leg. During my second landing the wind changed to 90deg. across the strip making my final a little tricky with no rudder controls, making the model drift right to the edge of the sealed strip.

More than satisfied, on my return after two successful flights I started to think about installing some sort of rudder to help in the

above situations. Painting tall ships and ocean liners for living most of my life gave me an idea, if I can't fit it to the top why not to fit it to the belly like on the "Bounty". Back on the bench, two rudder fins with moving controls were made up and epoxied to the rear bottom of the fuselage operated by two parallel hooked up metal gear servos. Simple, heavy duty push rod controls are

hooked up to the rudder axis, fitted through alloy made bushings. I wouldn't really rely on this rudder concept doing knife edging but for minor corrections on final approaches it should work. Currently experiencing an extremely hot weather spell with fire bans all over the state so anxiously waiting for cooler weather to get back into the air, stay tuned for further reports , Joseph Frost.





Upcoming Events



The very first 3DX Australia, a world class 3D remote control helicopters competition event the local pilots have long been waiting for!

Location: Bandon Road, Vineyard, NSW, 2765

16th - 17th March 2013

SYDNEY



3DMasters world champion

Nick Maxwell



3DMasters 2012

Expert champion

Marco Rebelo

3D
AUSTRALIA
2013

and 16 best local pilots

will be competing too!



3DMasters world champion

Jamie Robertson



3DXChina 2012 champion

Jae Hong Lee



MINIATURE
AERO SPORTS
NEW SOUTH WALES INC.



<http://www.3dxaustralia.com>

Blacktown Aeromodellers Club Inc. Sydney Electric Fly – in 2013 Sponsored by Kellett's Hobbies

To all MAAA members & bona fide visitors join us on Sunday the 24th March 2013 for our Annual Electric Fly-In.

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

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

Gates open – 8 a.m.

Food & Drinks Available & category prizes

Flyers entry fee - \$15 including lunch and category prizes also.
Details – Phone Ah John Kastelan (02) 9671 2340





just an average
group of flyers with an obsession for precision aerobatics

RC PRECISION AEROBATICS - 2013

The **third event for 2013 will be held at the Illawarra Model Aero Club**, on Saturday 6th and Sunday 7th April 2013. IMAC is located on Hooka Creek Road, off Northcliffe Drive, Berkley, to the south of Wollongong. [Entries through the website by 3 April please.](#) IMAC will be putting on its usual immaculate flying field and hospitality with food on both days. IMAC is becoming the home of NSW Pattern Flying with a number of events and Championships being held there, and we are most grateful to the Club for their continued support.

Those wishing to try Aerobatics are most welcome to attend, and fly in the Sportsman Class, where everybody starts out with a relatively simple but challenging schedule. If you already have your Gold Wings then you can do nearly all the manoeuvres, if not, what better way to learn and progress to get them. The Schedule is available on our website www.nswpattern.org.au We are always looking for new members. You do not need a specialised model, just a plane that can fly inverted, spin, and has enough power to climb vertical lines 100 to 200 feet, with endurance to fly for about 8 to nine minutes on a battery or tank of fuel. If you are not sure about having a fly, come along and watch, meet the group, and ask any questions you like.

On 9,10, and 11 March is the Australian Pattern Association Masters to be held in NSW this year at Parkes, and is also the World Championships Team selection trials. Details of this event and entry forms are available on the APA Website at www.australianpatternassociation.com.au .

The premier event of 2013, the MAAA Nationals Pattern Event is nearly here. The Pattern Event (for precision aerobatics) is being held at CKSMAC Pitt Town over three days on the Friday 26th, Saturday 27th, and Sunday 28th April, 2013. See the second Bulletin is in this Newsletter, and it is also on our website www.nswpattern.org.au .The second Bulletin contains the Entry Form, and is also included in the MAS NSW 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 rpknex@bigpond.com

TARMAC 40th Anniversary
FUN-FLY
13 & 14 April
At our Somerton Flying Field.

120m Bitumen Strip
Parallel and cross grass strips
Turbine, nitro, petrol, electric, glider,
Helicopter, novelty - all welcome
Winches, Bungees & Pylons (unofficial)
If it flies, you can bring it as long as you have
FUN!
Open keyboard

\$10 per pilot (any number of aircraft)

Flying starts at 1000 on Saturday

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

Contact:
Richard Exler 0438 314 882
Larry Hoskins 6767 0315
Neil Jewell 6760 6261

Discounted motel rates in
Tamworth available
on application

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



Wagga Wagga Model Aero Club 40th WW11 and Military Scale Event

26th to 28th April 2013.

“Connorton” Field, Olympic Way

Have you ever been? Do you still have the model? There is to be a parade of past competing models. There are still a couple of models around that competed at the first event !!!

- **Trophies:** 1st, 2nd and 3rd for WW1, WW11, Military Scale and ARF events.
- New model of the meet trophy to include WW1, WW11 and Military models.
- Bring your documentation. Trophy for highest static score.
- Best presented ARF (no static judging).
- Entry: \$30 the first model, \$25 for the second model. Includes Patch(1), Photo and Pilots Draw.

Postal Address:

Mike McDonnell, Coordinator

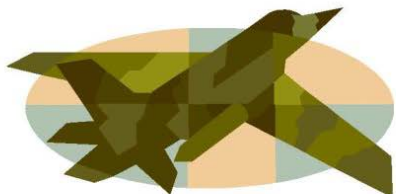
michaelbmcdonnell@gmail.com

PO Box 2043, Wagga Wagga, NSW, 2650

Brian Thomson, Secretary

briandt_99@bigpond.com

This is the fortieth year of the event which is the longest running military scale event in Australia. We are looking to make this the best WW11 ever. Anyone who has been to the event will contest to the quality of the entries and the camaraderie.



COMSOA SCALE FUN **FLY 18th.and 19th. MAY 2013**

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

Saturday the 18th-- Gate will be open about 0800 Flying can commence after 0900 . Fly as much as you wish. Registration starting after 0930

Sunday the 19th. Gate open about 0700, flying after 0800 and will be to our usual format with organized flying in each category. Judging will be by entrants on Sunday

Categories **MILITARY UNDER AND OVER 7 KG** **CIVILIAN UNDER AND OVER 7kg**

JET

SPORTS MODEL

Lots of prizes in all categories, plus Model of the Meeting. Good value prizes as in previous years.

Cold drinks on sale all weekend with free tea and coffee. Free BBQ Lunch on Saturday and Sunday for all entrants.

*If you are intending to participate please **PRE ENTER**. There is no problem changing your model entry on the weekend if required.*

***Pre entries** will be entered in a draw . Cut off date for the draw is Thursday the 16th. May.*

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

*For **general inquiries** contact Paul Robertson 49468334
For **entry information** contact Stewart Brackley 49470586*



Warialda
Australia's First Spad Fest

SPECIAL PLASTIC AIRCRAFT DESIGN
FOAM DEPRON ETC
ALL
OTHER AIRCRAFT ARE WELCOMED
FOR MAAA MEMBERS ONLY

JUNE 1ST & 2ND 2013

CATEGORIES

BEST SCALE

BEST FLIGHT

BEST STATIC

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

FOR FULL DETAILS
PHONE LAURIE REILY 0267294165
BARRY POWER 0267291740

**CANTEEN TO OPERATE WITH HOT AND COLD DRINKS.
BREAKFAST ON SUNDAY MORNING**

NSW FREE FLIGHT SOCIETY RICHMOND SCALE RALLY

INCLUDING 66TH NATIONALS F4A, POWER SCRAMBLE,
CLG, HLG & DLG. 6TH & 7TH JULY 2013



Come and join the biggest and best Free Flight Scale Rally in the Southern Hemisphere.

Dozens of Free Flight Scale models on the beautiful turf at Richmond NSW.

Sumptuous Buffet Dinner on Saturday night
at the Hawkesbury Race Club.

Prizes for the People's Choice, Next Time and Spectacular Arrival.
Also our famous \$100 travel voucher (reside in Australia, travel 200 Kilometres
or more and fly a Free Flight Scale model at Richmond to qualify)

Due to the postponement of some 66th Nationals events from Narrandera, we also
include F4A , and 1 Hour Power Scramble, plus Catapult Launch Glider,
Hand Launch Glider and Discus Launch Glider.(See separate program and entry
form.)

CONTACT : ROY SUMMERSBY 43410072
<roydi132@optusnet.com.au>

TAHN STOWE 02 96646198
<stowes@ozemail.com.au>

Find a Word

Answers to Issue 352's Puzzle

MODEL AIRCRAFT IC ENGINES



ED	ETA	PAW
OSMAX	BUGL	SAITO
OLIVERTIGER	COX	THUNDERTIGER
SUPERTIGRE	FROG	WEBRA
TAIPAN	HP	WENMAC
ENYA	IRVINE	ROYAL
MERCO	MCOY	RCV
FOX	MILLS	FROG



**Deadline for submissions to
Newsletter #354 (April 2013) is
Tuesday 12th March 2013.**

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