

MINIATURE 
AERO SPORTS
NEW SOUTH WALES INC.



Combined IC/Electric Old Timer event held recently at Wyong on the NSW Central Coast. From left to right, are Gary Ryan flying a Lanzo Airborn, Phil Stephenson, with a Lanzo Bomber and Keith Johnson (assisting) Mike Colston flying another Lanzo Airborn (see pg 17 for Event Report).

Photo via Mike Colston (EOTFG)

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Diary Notes

Next MASNSW Meeting (incorporating AGM)

Friday 14th June 2013, 8:00pm at Garden Terrace Room, Workers Parramatta,
163-165 George Street, Parramatta.

Following MASNSW Meeting

Friday 12th July 2013, 8:00pm at Garden Terrace Room, Workers Parramatta, 163-
165 George Street, Parramatta.

Newsletter #357 (July 2013) deadline for submissions
Tuesday 18th June 2013.

Contacts

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

MAS NSW Inc / MAAA 2013-2014 Fees

Note: Rules apply relating to half yearly fees. Contact the Registrar for further information.

	MAS NSW Inc	MAAA Inc	Total
Full Year			
Senior (Newsletter by post)	\$55	\$60	\$115
Senior (Newsletter by email)	\$40	\$60	\$100
Pensioner (Newsletter by post)	\$55	\$60	\$115
Pensioner (Newsletter by email)	\$40	\$60	\$100
Junior (Newsletter by post)	\$20	\$30	\$50
Junior (Newsletter by email)	\$15	\$30	\$45
Half Year			
Senior (Newsletter post/email)	\$30	\$30	\$60
Pensioner (Newsletter post/email)	\$30	\$30	\$60
Junior (Newsletter post/email)	\$15	\$15	\$30

Miniature Aero Sports NSW Inc

MINUTES

Business Meeting
Workers Parramatta
10th May 2013

Meeting Opened 7.50pm

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

Visitors: M Swan UMAC, B Baldwin CMAC, S Murray PRCAC, T Ingham WRCS

Apologies: Daniel deVries CASA Liaison, Dave Lewis WPMAC, John Rolfe SAS NSW

Minutes: Motion that the Minutes of the meeting held on the 12 April 2013 as distributed in Newsletter 355 be accepted as a true and accurate record of that Meeting.

Moved: UMAC **Seconded:** WPMAC **Carried**

Business Arising:

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

Correspondence In From MAAA:

- M 1.1 Minutes from the March MAAA Executive meeting
- M 1.2 Reports required to National Conference, Item 24.2, State report & Nationals
- M 1.3 MAAA Vice President nomination – Ken Mollinson VMAA

From other than MAAA:

- C 2.1 R Wilson HMAC, nominations for flight training course
 - C 2.2B Dennison, SSFA injury report
 - C 2.3R Wilson HMAC, request for copy of MAAA balance sheet
 - C 2.4P Darbin, FTMAC, applicant for instructors course
 - C 2.5P Darbin, FTMAC, follow up application for Instructors Course
-
- C 2.20 Received completed Large Model Permits to fly forms from the following:
P Gow CVRCMAC, T Rochford HMAS, G Nafta SMAC, D Tibbitts SSSFC
C Hodder SSSFA, B Gibson CKSMAC, C James CKSMAC, A Williams COMSOA
G Mylonas CKSMAC (x3), D Brown LMAC, L Higuierd LMAC, A Palson BRCF(x2)

P Larsen CKSMAC, J Lowther RMFC, J Frost BRFC, S Bishop MDMAS, T Palmier CMAC
M Beverly SMAC, S Bird MMAC, A Draper CKSMAC, G Chapman COMSOA

Late Permits Nil

C 2.21 Received Cancelled Large Model Permits to fly forms from the following:
G Mylonas CKSMAC (x3), H Cooper SSSFA (x2)

C 2.22 Newsletters Received:

Late Correspondence:

Correspondence Out:

To MAAA:

C 2.2 Incident report of injury to member
M 1.2 MAS NSW report, and Public Display Check list, Interim Nationals report

To other than MAAA:

C 2.1 to CFI for attention
C 2.3 R Wilson details as requested
C 2.4 & 5 to CFI for attention

Business Arising from Correspondence:

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

Moved: NSWASAS **Seconded:** SSME **Carried**

Reports:

Treasurer: **Bob Bishop**

Business arising from the Treasurer's Report:

Motion that the Treasurer's report be accepted and accounts be approved for payment.

Moved: UMAC **Seconded:** CVRCMAC **Carried**

Other Reports:

President **Bob Carpenter**

Carried over to the AGM

Vice President/ Secretary **Tim Nolan**

Carried over to the AGM

Registrar

Dave Lewis

Current Year		New to System	As of March 2012
Seniors (Includes Pensioners)	2277	262	2235
Juniors	117	42	110
No. of Clubs	86		94
Total Membership	2394	264	2345

The Registrar will be travelling overseas from 14/4 till 19/5. Accordingly there is no update available at this time.

Every attempt will be made to publish (by Email to Club Contacts) the 2013-2014 combined fee structure on the 20th May. Soon after the renewal notifications in hardcopy form will be sent out by Post to the current Secretary/Registrar. I anticipate these being in Club hands by mid/late June.

Chief Flying Instructor

Bob Carpenter

Carried over to the AGM

State Flying Field Secretary / PRO

Steve Norrie

Carried over to the AGM

Other reports:

The President gave a report on the recent Top Gun Tournament in the US, in which four members with assistance from MAS NSW competed. MAAA would not support them as it is not an FAI event. They have done very well and there is a complete report contained in the newsletter.

The helicopter Nationals were held on the 5th May at Lake George in difficult conditions and a complete report and photos are also in this newsletter.

The meeting was also advised of the recently held F3A Nationals at Pittown and a separate report will appear in the newsletter.

Moved: WPMAC **Seconded:** HSL **Carried**

Awards:

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

Anthony O’Conner	76368	RFC
Mark Cooper	76515	SSSFA
Brodie May	76461	SMAC
Mark Lex	76473	WRCS
Timothy Rochfort	76446	HMAS
Garry Tippett	25185	COMSOA
Graham Bairnsfather	71529	SHMAC
Sam Xu	76527	WRCS
Lindsay Harradine	76330	SSMAC
Gregory Waters	73833	SSMAC
Rodney Fletcher	73834	SSMAC
Graham Wilson	73742	SSMAC



Jason Pineda	74002	SSMAC
Chris Hinchey	37988	SSMAC
Stephen Clissold	73633	SSMAC
Dimitri Kisiakov	34227	SSMAC
Bradley Mathews	76431	HMAS
Oliver Mathews	TBA	HMAS
Phillip Howson	71118	SSMAC
Laurie Dunstan	47724	SSMAC

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

Brian Birrell	71203	FATMAC
Peter Ljubenkov	52407	303SqdAAFC
Brodie May	76461	SMAC

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 (given the time of year the payment for this be held over till 1 July)

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

No applications received

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: NSW/SAS **Seconded:** HSL **Carried**

MAAA Inspector Approvals:

Heavy Model FW 25 Inspector Approvals

Nil received

Heavy Model RW 25 Inspector Approvals

Nil received

Giant Model FW 50 Inspector Approvals

Nil received

Giant Model RW 50 Inspector Approvals

Nil received

Gas Turbine Inspector Approvals

Nil received

MASNSW POINT SCORE COMPETITION AWARDS 2012:

With the Registrar away on a well deserved break any awards will be carried over to the next meeting.

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

The agenda and minutes for the AGM are in a separate document.

ADJOURNED: 8.10pm

RESUMED: 9.10pm

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 14 June 2013. The meeting to commence at 8.00pm, (2000hrs), All Members, Observers, and Visitors are welcome.

A question was raised as to the need for a central handrail on the stairs to the mezzanine at State Field, Cootamundra. The matter was discussed and the meeting resolved to take no action as the structure complies with the Building Code of Australia, and no such inclusion was required by Council who are the Certifying Body for this development application.

There being no further business before the meeting, the meeting was declared closed at: 9.45pm

Miniature Aero Sports NSW Inc

MINUTES

Annual General Meeting

Workers Parramatta

10th May 2013

Meeting Opened: 8:10pm

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

not used this tool effectively but we will be making much more use of this in the future. It is still a new innovation for MAS NSW and we are learning how best to use this to ensure that all our members are kept informed.

We have completely paid out the Mortgage on our Cootamundra Field and with the provision of capital works the field is a great example of infrastructure that we can provide to the members. Cootamundra will require a few more items of capital expenditure but in the main the hard work has been completed. Those who have used it over the past year have commented favourably on the field layout and facilities. We will be running large events over the next 12 months to maximize the return on investment to our members. Thanks to the resident Cootamundra club for all the hard work they have put in to improve this facility. A key point here is that any large project, especially flying fields, must not only be looked at from a purchase point of view, but also the ongoing management and human resources that are required. To improve the facility and make maximum use of our resources we intend to construct a new water system that will catch the water from the extensive roofing and use this for the fields and runways. Whilst costing for the construction, the overall impact will be to reduce costs of management and provide resources to harness the available water instead of losing it, especially when we have extensive drought periods.

This year we are in the midst of conducting the MAAA Nationals. The Nationals have been reducing in numbers and participation over many years. This is the first year that any state has conducted the events by using the Special Interest Groups as the host for their specific events in different locations and over the whole 12 months. Initial indications are that we will exceed the numbers in all categories of the most recent Nationals conducted. A final report on this approach will be provided after the end of this year and if it is a success, as it appears to be, we will use this model in the future.

There has been discussion that the approach of having the Special Interest Groups conduct the Nationals does not provide the Jamboree approach of the past. We are aware of this and in an effort to also provide more Jamboree events we are conducting more all-in events as discussed below. MAS NSW has conducted a major Boot Sale and Fly-In at RAAFMAC in December which was very successful and plans are to continue this in December of this year.

In March 2013 we sponsored and conducted the first 3DX helicopter event in Australia. Once again our preparation of fields and support to the event, especially the addition of the fixed wing support program, drew favourable comment. Reports of this event have been provided to model magazines and forums throughout the world. We have been asked to continue this event next year. The professional video from the event showed MAS NSW, our members and their aircraft throughout.

MAS NSW provided financial support for the 4 member team that was invited to represent Australia at the TOP GUN event in Florida. The team prominently displayed the MAS NSW logo on their team shirts with their photos included in the daily reports available and read by people all over the world from the Radio Control Scale Builder (RCSB) web forum. The team placed very well. Congratulations.

As you will see from the information provided above we at MAS NSW are increasing our external profile. This has been a planned approach and we intend to continue and expand this over the next year.

From our discussions with other organisations, not only aeromodelling, we have identified that the best way to improve aeromodelling for our members is to increase our Public Profile in NSW and whilst not ignoring our members we will be changing the focus to increase community involvement. The major advantage of this is that if the community is involved we will have more support from councils and landowners. This will lead to more income for clubs, which can then be used to improve the facilities for our members.

The first of these major events will be a MAS NSW model display at the Penrith Regatta Centre on the 10th June. This is in conjunction with other modelling disciplines from the Boat and Car categories. The event is on the Public Holiday of the long weekend and will be publicised externally. Our static display will be for all categories, with the flying being conducted by seaplanes.

The next major event will be MAS NSW Fly-In and Airshow on the Saturday and Sunday of the October long-weekend (5-6th). The Saturday will be a Fly-In for all our members from all clubs, no restriction on type of aircraft. The Sunday will be a full all day Air Show for the Public. Those who wish to fly in the Airshow will have the opportunity to practice on the Saturday. The Air Show will be supported by Community organisations with the POL Air helicopter in attendance. The local Council is on side and organisation has commenced. We welcome all clubs to set up a tent to display your members and aircraft. This event will be hosted by the HMAS club at their Bandon Road Vineyard field.

In March of next year we will also be holding a MAS MASS FLY-IN at the Cootamundra field. There are no restrictions on types of aircraft and all clubs and members are welcome to use your field at Cootamundra.

By adopting this approach we believe that we can provide further information to all our member clubs and individuals. This helps to answer one of the key questions – what does MAS NSW do for me?

MAS NSW is also supporting our members who have been selected to represent Australia in the FAI events and an example of this is early in the next financial year (July 13) we have three members participating in the FAI F3C helicopter championships in Poland.

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

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

Treasurer: **Bob Bishop**
Copy of the Auditors report, circulated to the meeting

Motion:
That Crimmins & Co, Chartered Accountants be reappointed as Auditors for 2013-14.

Moved: SSME **Seconded:** NSWASAS **Carried**

Vice President/ Secretary **Tim Nolan**
It has certainly been a busy year for your Executive, with the changes at MAAA level, the Strategic Planning Process, hosting of the Nationals by the various special interest groups, and looking to refocus the energies of MAS NSW to better meet the expectations of our members.

We live in interesting times and when we are about to take big steps and commit to new directions we need to understand the essence of what we do and why we do it.

Let me pose a question to all members...are we having fun yet?

You might think well that depends on the definition.

If your answer is “I certainly am!” then we have achieved our objective. If upon reflection you can’t answer, then consider this. Is it because flying is not the main activity? When was the last time you saw people laughing at your flying field? How many children and wives come to your field, or is it a boys club?

The dictionary defines: Fun noun [mass noun]

- enjoyment
- pleasure
- entertainment
- behaviour or an activity that is intended purely for amusement and should not be interpreted as having any serious or malicious purpose

What things are fun? When was the last time you could say ‘yes’ to half of this list?

Exploring something new; trying a different aspect of the hobby.

Problem solving; solving a problem with your latest model.

Teamwork, going flying with friends, and helping them have a successful flight.

Recognition, having a fellow modeller say ‘thank you’ for your assistance.

Triumphing, getting your latest creation into the air and back in one piece.

Creating something from a box of wood or finishing that latest ARF.

A surprise, when was the last time you made a fellow member of your club smile by helping them or sharing a gift with them.

Imagination, the daydream of your next project, how to build it and wondering what it will look like, when did you last look at some plans or magazine and dream about flying a new model.

Sharing your knowledge with a friend, a student, or introducing a new person to this wonderful hobby.

Customisation, making your latest creation something unique that reflects you and your personality.

This sport as with its full size heritage is founded on experimentation, innovation and ingenuity. We have lost this essence of the sport in recent years where many would insist on making things more complicated, if we follow CASA regulations keep the public 30 metres away, and under 400’ that makes it pretty good safety barrier. One small issue, we are not full size and there is no one sitting in our aircraft!

By increasing the red tape and the onerous rules we are just killing the sport.

It is concerning that many have lost sight of the reason why we fly aircraft, and some have become so focused on making rules for everything, that the experience suffers and those who love the sport are turned off by the deepening prescription of how the sport will be conducted. No one is saying the sport should be less safe but really do we need to decree what sort of dog is permitted on a field and when?

Let’s consider what we do... fundamentally we are flying TOY aeroplanes!

It appears to me that we are more about restricting innovation and experimentation, the cornerstone of model aviation in Australia. Have we forgotten the crazy things we all did growing up in this sport that fuelled our passion?

In closing, remember that every model has a “use by date” even when it sits ready for its maiden flight, the only unknown is the date that it happens.

Remember why we are all involved in this hobby...to have fun.

Registrar

Dave Lewis

Current Year		New to System	As of March 2012
Seniors (Includes Pensioners)	2277	262	2235
Juniors	117	42	110
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The Registrar will be travelling overseas from 14/4 till 19/5. Accordingly there is no update available at this time.

Newsletter Editor

Rob Masters

Since this time last year we've been out to the market to see if we were getting value for money with the printing and postage costs of our hard copy Newsletter. It transpired that WestonPrint in Kiama (who have been printing the Newsletter for us since its inception) were very competitive and we decided to continue our association with them. We did find however that we would be able to do better cost wise with the enveloping and mail distribution by moving to another organisation, which isn't to say that we weren't getting very good service with the incumbent. So, after due consideration we decided to engage Flagstaff Print and Mail located at Unanderra for our hard copy distribution.

You may not know, but Flagstaff Print and Mail is an organisation whose primary purpose is to create meaningful employment for people who face barriers to work as a result of a disability <http://www.flagstaffgroup.com.au/who-we-are/>. Perhaps more important than saving a few bucks is being able to direct our business to local businesses and community organisations such as these.

I mentioned in my editorial in the May edition that I still struggle to get interesting material and would welcome anything relevant, preferably with a modelling or full size aviation theme. When I say preferably, that's not to say there are not other subjects that may have a parallel to our hobby and may provide interesting reading. I'll consider anything - it must be family friendly of course.

Finally, I have nominated again for the position of Newsletter Editor for 2013-2014 and, if successful, I look forward to the next 12 months working with the MAS NSW Executive on behalf of you all.

CASA Liaison Officer

Daniel deVries

The year has been busy with the number of flying displays being requested steadily rising. The year has also seen an increasing number of clubs completing the paperwork to have their flying fields made an "Approved Area" for model aircraft operations by CASA.

There has been a significant amount of work taking place regarding streamlining the approval process and clarifying the interpretation of the Civil Aviation Regulations in regards to public flying displays. The great news from this has been the removal of the specific CASA approvals and fees required in many cases providing we meet the requirements of the regulations.

Many applications for displays are still being submitted without suitable information, namely maps and diagrams of flight lines etc. Approvals need to be submitted to the secretary of MAS NSW to ensure they are noted as inwards correspondence and distributed correctly. Please do not send applications to me directly. Applications not submitted in this way or lacking suitable information will now be returned to the club for rectification. Additionally approval requests submitted without sufficient notice to allow MAS NSW to support the application and give CASA the required 21 days notice will no

longer be accepted. In all cases please attempt to give a minimum of 60 days notice to MAS NSW to allow the process to be followed correctly.

The year saw an increased level of surveillance on the hobby by the regulator, mainly in the area of multi-copters and FPV. Any club approached by any individual for advice regarding the use of either multi-copters or FPV for commercial purposes should not offer any advice other than directing them to CASA or myself. Our relationship with CASA continues to be positive and one of mutual respect.

It's great to see so many clubs making the small amount of effort to hold a safe public display and attract new members and interest in the sport. MOP19 has never been more flexible and gives increased flexibility to allow your club to showcase its pilots and aircraft. I'm always here to help so please feel free to email or call anytime. Due to work commitments my response may be delayed at times but I will always reply when able.

Safe flying

Chief Flying Instructor **Bob Carpenter**

This past year has been slower than previous years. I feel that the new course and the number of instructors that have been trained have enabled us to dispense with the backlog and we will see smaller numbers from this point onwards.

We did provide a large course in Queensland in June last year and a smaller course here in NSW in November. We are providing our next course in Taree in June and this is taking the course outside of the Sydney area.

A major document has been produced by MAAA as a basic training manual for those who have not been involved in training. This will be available in the near future.

I would like to thank Martin Cochrane and George Atkinson for all their support and assistance to maintain our presence in the training area.

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

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

Education Officer **Mike Close**

As usual there has been a steady demand for Delta darts to be used as part of an MAAA Education Program. The demand from NSW has not been high but most existing programs have continued. A new initiative at a major private Grammar School is currently being looked at.

As Chairman of the MAAA Education Subcommittee I have believed for some time that the current program needs to be revitalised and expanded beyond the format that historically proved to be very successful. This program has been based almost exclusively on the Delta Dart product and education material that supports it.

It is recognised that individual MAAA members, whether on the Education Subcommittee or outside it, have developed programs that have gone well beyond this scope at a local level. However the information has not been presented and coordinated into a national resource.

The intention this year was to review the purpose of the education scheme and propose Terms of Reference to the MAAA Executive for the future of MAAA Education. This would include the purpose of the Education Scheme and who the target audience or audiences should be. After approval this would then be progressively implemented by the Committee.

The process decided on and agreed by the Committee was to conduct a brain storm and then discuss and rationalise agreement based on consensus. Several cycles of this were conducted but it became apparent that there was a wide difference of opinion between the various members of the Committee. Whilst this was very much more significant than I had hoped, the possibility of it was the reason I limited the discussion to within the Committee rather than seeking further input beyond what I had already received from within NSW.

In response to this impasse I intended to work through a more complex process than originally planned. On further reflection to do this by electronic means seems to be very time consuming with the possibility of not achieving consensus anyway. As the preparation work was already underway for the MAAA Strategic Planning Conference it seemed that whatever the Committee arrived at might be inappropriate so I decided to offer the favoured options by the various members of the Committee to the Conference so that they could be considered as part of the overall MAAA Strategy. Indeed the discussion paper put out by MASNSW asked for a wider input on this topic from the clubs anyway.

As at this date no feedback has been received from the Conference.

I am prepared to be nominated again by MAS NSW to serve on this Committee and to continue as Chairman for 2013/14. I hope that next year some real progress can be made to revitalise this important activity

State Flying Field Secretary / PRO Steve Norrie

First and foremost I would like to thank all of the MAS NSW Committee, the Cootamundra Aeromodellers Association (CAA) and the Cootamundra Shire Council for their support and assistance throughout the year, without which the progress that has been made simply would not have been possible. There are a few people who should be named but have specifically requested that I do not, they know who they are and that is all that matters.

We now have three good runways all of which have been prepared and maintained by the members of CAA, these guys have worked tirelessly with what little old and tired equipment they have on hand. One of the members who also is with the SES has arranged for some of the trees to be trimmed, providing a clear path for departures and arrivals at the northern and western ends of the runways. It is planned that a watering system be installed to create an even better surface for us to operate from in the coming year.

Previously spectators have had their view of operations obstructed by the shaded pit area, the mezzanine viewing area has been constructed to alleviate this problem. It is also a great place for organizers to oversight their events, as it provides uninterrupted views of the entire field. The area underneath the mezzanine will be designated for disabled persons to view the flying operations.

Camping is now permitted on the site and as such we have a shower complete with hot water. The hot water system is fired by gas but you will need to run the new generator to power the water pump that feeds rainwater from the tank to the shower. So camp on site, use the new shower, the cooking facilities and spend more time flying rather than driving to and from the site each day.

A cattle grid has been installed at the inner gate. There is now no need to open and close the gate every time you enter or leave. This grid is for light vehicles only, heavy vehicles are still required to use the gate.

The roadway has been resurfaced, this has greatly reduced the amount of dust created; we still need to keep the speed of vehicles to 20KPH as the gravel will be thrown off to the side of the road where it will become useless.

All users of the field since the upgrade works have been done have had nothing but praise for the place and are now booking future events at Cootamundra.

Once again a very big thanks to all who have assisted over the year, I look forward to the coming year.

Motion to accept Reports as received

Moved: CVRCMAC **Seconded:** WRCS **Carried**

Setting of the Annual MAS NSW Affiliation Fees 2013-14

The President addressed the meeting on the setting of the MAS NSW fee structure for the next year.
NOTE THIS DOES NOT INCLUDE THE MAAA FEE.

	2012-13	2013-14
Senior (NL Post)	\$60.00	\$55.00
Senior (NL email)	\$54.00	\$40.00
Pensioner (NL Post)	\$53.00	\$55.00
Pensioner (NL email)	\$45.00	\$40.00
Junior (NL Post)	\$30.00	\$20.00
Junior (NL email)	\$20.00	\$15.00

Half Yearly Fees (Note: Rules apply relating to half yearly fees. Contact the Registrar for further information).

Senior (NL Post/email)	\$39.50	\$30.00
Pensioner (NL Post/email)	\$34.00	\$30.00
Junior (NL Post/email)	\$22.50	\$15.00

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

Review of Honorariums

Position	2012	2013
Secretary	\$2.05	\$2.10
Treasurer	\$2.05	\$2.10
Registrar	\$2.05	\$2.10
Newsletter Editor	\$2.05	\$2.10

Discussion of the fees and in accordance with previous years it was considered against the national CPI increase which was 2.2% (Weighted median CPI March 2012 to March 2013).

Moved: CVRCMAC **Seconded:** UMAC **Carried**

Election of Office bearers for 2012-13

The President asked Mr Bruce Thrift to act as the Returning Officer for the Election of Officer Bearers. All persons nominated accepted their offered positions and were accordingly elected to the nominated positions.

President	Mr Bob Carpenter
Vice President & Secretary	Mr Tim Nolan
Assistant Secretary	Mr Don Costelloe
Treasurer	Mr Bob Bishop
Registrar	Mr Dave Lewis
Newsletter Editor	Mr Rob Masters
State Field Secretary	Mr Steve Norrie

* There is no nomination for the position of PRO at this time; the President advised the meeting that negotiations are underway to fill the position with someone well qualified to manage the increased public profile that MAS NSW will be taking over the next year.

General Business:

The first item of General Business is:

The next Annual General Meeting of MAS NSW will be held at the Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta on the 9 May 2014, this venue will be re-confirmed closer the date. The meeting to commence at 8.00pm, (2000hrs), All Members, Observers, and Visitors are welcome.

There being no further business before the meeting, the AGM was declared closed at: 9.10pm and the General Business Meeting was resumed.

Auditor's Report for the Year ended 31st March 2013



CRIMMINS & CO.

Certified Practising Accountant | Business Consultants | ABN 12 944 622 835

INDEPENDENT AUDIT REPORT

To the members of Miniature Aero Sport NSW Inc.

Scope

We have audited the attached special purpose financial report, comprising balance sheet, profit & loss statement and accumulated members funds for the year ended March 31st 2013. The Club's management is responsible for the recording of financial information and have determined that the accounting policies used are consistent with the financial reporting requirements of the Associations constitution and are appropriate to the needs of the members. We have conducted an independent audit of the financial reports in order to express an opinion on it to the members of Miniature Aero Sport NSW Inc. No opinion is expressed as to whether the accounting policies used are appropriate to the needs of the members.

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

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

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

David Crimmins B. Com CPA

Telephone (02) 9525 1100 Facsimile (02) 9525 7711 Email reception@crimco.com.au
Office Level 1, 385 Port Hacking Road, Caringbah NSW 2229 Postal PO Box 362, Miranda NSW 2228
Liability limited by a scheme approved under Professional Standards Legislation



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Qualifications

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

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

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

We have sighted and examined the original bank statements of all bank accounts reported in the balance sheet, and in our opinion they appear bona fide originals. No formal written certificates of bank balances have been obtained as at March 31st 2013 from the Commonwealth Bank.

During the last twelve months the entity has fully repaid the loan from the MAAA in relation to the acquisition of the Cootamundra airfield. Following this the Association has incurred capital expenditure works of approximately thirty five thousand dollars on a viewing platform, shower and mezzanine floor. Crimmins & Co have verified the payment and contractors details performing this work – but have not made any physical inspection of the structure(s). This capital expenditure has been added to the Balance Sheet under “Improvements – Cootamundra Airfield”.

During the financial year the Association received a new land valuation from the NSW Valuer General. As at 01 July 2012 the NSW Valuer General valued the unimproved land value of the airfield at \$276,000 – which is a material increase on its purchase price. We have adjusted the carrying value in the Balance Sheet to this Unimproved Capital Value.

The Association historically was carrying an intangible asset value of \$50,000 on its balance sheet for Patents, trademarks and training manuals. These items have been relinquished/handed to the MAAA and accordingly we have written down this carrying value to NIL.

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Other Matters


This year's financial statements continue operation under the new tax system and GST. The Officeholders have prepared Business Activity Statements on a quarterly basis, and lodged returns with The Australian Taxation Office.

In the process of preparing year-end accounts Crimmins & Co have endeavoured to make a transaction by transaction allocation of GST from the source documents supplied. While our engagement does not extend to the audit of GST returns Crimmins & Co have lodged a reconciling Business Activity Statement to March 31 2013 and confirm a small credit is due.

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

Qualified Audit Opinion

In our opinion, except for any limitations discussed in the qualifications paragraph above, the financial report presents fairly in accordance with the cash basis of accounting, the payments and receipts of Miniature Aero Sports NSW Inc. for the year ended March 31st 2013 and its asset balances as at that date.

DATE: 01 MAY 2013
FIRM: Crimmins & Co.
ADDRESS: Level 1, 385 Port Hacking Road Caringbah NSW 2229
AUDITOR:  CPA

David Crimmins B. Com CPA

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MASNSW 2013 Events Calendar

(Compiled 2/5/2013)

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

May 2013

4-5	Veterans Gathering	Muswellbrook	Phillip Thichthener	0417 725 981
10	MASNSW AGM	Parramatta	Bob Carpenter	02 4577 6612
12	Mothers Day			
* 12	Sportsman Pylon	Illawarra	Jeremy Randle	0418 390 446
16-19	Hellfest 2013	Coffs Harbour	Scott Lockyer	0488 528 353
17-19	MAAA Council Conference			
18-19	COMSOA Scale Fly In	Metford (Maitland)	Paul Robertson	02 4946 8334
18-19	Sydney City IMAC – ASAA Aerobatics	HMAS Vineyard	James Owen	0412 573 379
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
25-26	Pattern/Aerobatics	Queanbeyan	Richard Knox	02 4446 1021
26	Seaplanes over Penrith	Penrith	Tim Nolan	0412 173 440

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	Parramatta	Bob Carpenter	02 4577 6612
10	Public Holiday NSW			
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
8-10	Parkes Pow Wow – ASAA Aerobatics	Parkes	Lindsay Wall	0428 625 305
9	Seaplanes over Penrith	Penrith	Tim Nolan	0412 173 440
15-16	Pilots Choice Scale	Gunnedah	Paul Hartley	02 6742 1926
15-16	MAAA Instructors Course	Taree	Bob Carpenter	02 4577 6612
* 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
29-30	NSWSAS Round 1 Scale re-run	Camden	John Rolfe	02 9734 6288
30	Seaplanes over Penrith	Penrith	Tim Nolan	0412 173 440

July 2013

12	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
* 13-14	NSWSAS Round 3 Scale	Blacktown	John Rolfe	02 9734 6288
13-14	50cc Coota Showdown – ASAA Aerobatics	Cootamundra	Luke Brodrick	0411 790 397
* 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
28	Seaplanes over Penrith	Penrith	Tim Nolan	0412 173 440

August 2013

* 3-4	Sportsman Pylon	Pitt Town	Jeremy Randle	0418 390 446
4	Seaplanes over Penrith	Penrith	Tim Nolan	0412 173 440
9	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
17-18	NSW State Champs - Stand Off / Open Scale	Richmond	John Rolfe	02 9734 6288
17-18	Wagga IMAC – ASAA Aerobatics	Wagga	Luke Brodrick	0411 790 397
18	Seaplanes over Penrith	Penrith	Tim Nolan	0412 173 440
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
7-8	Albury IMAC – ASAA Aerobatics	Albury	Warren Leach	
* 7-8	Pattern/Aerobatics	Gunnedah	Richard Knox	04 4446 1021
13	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
13-22	Manilla Slope Soaring Festival	Manilla	Stephen Wenban	0437 032 660
22	Seaplanes over Penrith	Penrith	Tim Nolan	0412 173 440
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
5-6	MASNSW Fly-In and Public Flying Display	Vineyard	Bob Carpenter	02 4577 6612
7	Public Holiday NSW			
7	Seaplanes over Penrith	Penrith	Tim Nolan	0412 173 440
11	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
13	Seaplanes over Penrith	Penrith	Tim Nolan	0412 173 440
* 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
* 26	Pattern/Aerobatics	Camden Valley	Richard Knox	02 4446 1021
25-27	Twin Cities 30th Annual Float Plane Weekend	Albury	David Balfour	02 6043 3169

November 2013

8	MASNSW General Meeting	Parramatta	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 Thichtener	0417 725 981
17	Seaplanes over Penrith	Penrith	Tim Nolan	0412 173 440
23-24	Sportsman Pylon	Marulan	Jeremy Randle	0418 390 446
23-24	Pattern/Aerobatics NSW State Championships	Illawarra	Richard Knox	02 4446 1021
29-30/11 – 1/12	ASAA Aerobatic Australian Championships	Yenda ACT	Norm Frazer	0402 485 384

December 2013

1	Seaplanes over Penrith	Penrith	Tim Nolan	0412 173 440
13	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
15	Seaplanes over Penrith	Penrith	Tim Nolan	0412 173 440

January 2014

February 2014

14	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
15-16	Banjo Patterson Rally	Orange		

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

Helicopter	Events
Lake George , Canberra, ACT 4-5 May 2013 Contact: George Atkinson 0414972118	F3C Advanced Novice F3N
Scale	Events
MASNSW State Field, Cootamundra 25-29 September 2013 Contact: John Rolf 0402102512	F4C Large Scale Stand Off Scale Open Scale
Large Scale Racing	Events
MAS NSW State Field, Cootamundra 25-27 October 2013 Contact: Joe McGuffin 02 9825 4695	Golden Era Inline Golden Era Radial North American AT6 Reno 62cc Formula F1 Extreme 20 Extreme 30
IMAC (ASAA)	Events
Location: TBA Date: TBA Contact: Bill Bland	Basic Sportsman Intermediate Advanced Unlimited Freestyle

F5J Nationals Report - 2013

Peter Pine

A report by Rob Watson in the MASNSW newsletter No.355 gave the results for Limited



Electric Glider event; an event held at Cootamundra State Field over Easter as part of the MAAA Nationals. An F5J event was also held on that weekend as part of the MAAA Nationals for 2013. Both events were actually postponed from the Sailplane Expo in January in Armidale, which suffered from poor weather.

F5J is the new electric glider event that calls for a gentle climb to something less than 200m in 30 seconds; penalties apply for the height climbed and reward fliers for starting lower to attempt a 10 minute flight. The full rules can be found on the AEFA web site at www.aefanet.com

Nineteen fliers registered for the F5J event and 17 actually flew; the event is gaining popularity all the time. Fliers from South Australia, Victoria and NSW competed. Large gliders tended to dominate in the excellent thermalling conditions. You can study the accompanying chart, which lists models in order of placing, and see the kind of electric gliders that were used. Wild card is the success of Radian gliders in a premier event; at one stage Rob Watson was leading the event with his Radian but suffered from an outlanding, which meant he could not drop his poor score.

Even so, Rob ended up in a very credible fifth place. In one heat, Rob and Byam Wight, both flying Radians, scored better than every other flier! So, F5J is not just for sophisticated gliders; any pilot who can thermal well and knows his aircraft can score well.

Unlike LEG, the scores are much more spread in F5J. Admittedly, there were just less than 10 points between first and second, but you can study the results chart and see that the points are quite varied across the field. Nowhere is there just 0.1 points separating scores as there was in LEG. Fliers generally appreciate this aspect. There is more strategy in F5J and it certainly rewards those who can thermal well; the power is set-up is a much less important aspect.



The next F5J event is to be held at the Appin field on 23 June as part of the Picton Cup – join in this popular event and try it yourself. Data loggers will be available for loan at the field. Breakfast will be available on the field from 8:00am and the event will start soon after 9:00am.

Survey of Aircraft Flown in F5J Electric Glider National Electric Flight Rally & MAAA Nats – Cootamundra 2013

Place	Name	Model Flown	Control Surfaces	Wings pan	Weight	Motor	Propeller	Battery	Amps	Lowest Climb Height
1	Peter Pine	Pulsar 4000	AREF	3.98m	2.1kg	MVVS 5.6/690	15x9.5"	2200-3S	40A	120m
2	Vernon Rodrigues	Supra !	AREF	3.4m	1.8kg	Neu 1101-1.5V	14x10	1300-3S	50A	110m
3	David Pratley	Maxa	AREF	4.0m	2.1kg	Hyperion	15x8"	1000-3S	30A	120m
4	Hutton Oddy	Supra	AREF	3.4m	1.9kg	Mega 1625-2-4.2:1	17x11"	1300-3S	50A	120m
5	Rob Watson	Radian Std	RE	2.0m	1.7kg	Standard	Original	1300-3S	30A	111m
6	Paul Osmond	Ava 4 Flap	AREF	3.7m	1.83kg	Neu 1112-1.5D/6.7	17x13"	2S	35A	185m
7	Brian Lockell	Pulsar 3200	AREF	3.2m	1.62kg	Graupner Carbon 70 3.7:1	20x12"	1800-3S	30A	63m
8	Gary Andrews	Pulsar 3200	AREF	3.2m	1.6kg	EM Jupiter 56	12x9"	3300-2S	70A	168m
9	Byam Wight	Radian	RE	2m		Standard	9.75x7.5"	1300-3S	30A	173m
10	Klaus Metzger	Thermik flying wing	Elevons	2.5m	1.2kg	Hyperion G52213-16	10x6"	1600-3S	40A	152m
11	Bob Wilson	Maxa	AREF	3.9m	1.8kg	Turnigy 28-30-3800	14x9"	2200-3S	60A	105m
12	Alan Mayhew	Pulsar 3600 PRO	AREF	3.6m		Hyperion Z3025-6	12x7"	1300-3S	60A	130m
13	Bob Hickman	Old Faithful	RES	2.1m	.95kg	Hacker 40-7L	15x11"		115A	95m
14	Wayne Digance	Radian	RE	2.0m		Standard	9.75x7.5"	1300-3S	30A	183m
15	Gary Ryan	Pulsar 3600 PRO	AREF	3.6m	1.7kg	Neu 1107-1.5V-5.2	13x7"	2200-3S	50A	
16	Bill Pettigrew	Pulsar 3200	AREF	3.2m		Kontronik 7-cell	16x10"	2200-3S	38A	112m
17	Mal Pring	Equimax OD	RE	2.0m	.85kg	Axi 2814/10	9x4"	2200-3S	40A	160m

Key: A- ailerons, R – rudder, E – elevator, F – flaps, S - spoiler

MAAA Nats 2013 - F5J - Overall Results [Cootamundra 4/29/2013]

Rank	Name	Score	Pcnt	Raw Score	Rnd1 Dur	Rnd2 Dur	Rnd3 Dur	Rnd4 Dur	Rnd5 Dur	Drop1 Dur
1	Pine, Peter	3829.6	100	4549.3	889.4	1000	940.2	1000	719.7	719.7
2	Rodrigues, Vernon	3819.8	99.74	4386.8	903.6	946.6	969.6	567	1000	567
3	Pratley, David	3762.2	98.24	4412.3	974.7	650.1	787.5	1000	1000	650.1
4	Oddy, Hutton	3698.2	96.57	4535.6	975.5	899.5	872.8	950.4	837.4	837.4
5	Watson, Rob	3685.3	96.23	3685.3	951.9	946.5	990.9	796	0	0
6	Osmond, Paul	3642.9	95.12	4291.5	648.6	859.7	980.9	876.5	925.8	648.6
7	Lockett, Brian	3624.7	94.65	4257.9	1000	633.2	1000	750.9	873.8	633.2
8	Andrews, Gary	3587.2	93.67	3893.8	927.9	1000	958.9	700.4	306.6	306.6
9	Wight, Byam	3546.2	92.6	3824.1	856.7	752.9	1000	936.6	277.9	277.9
10	Metzger, Klaus	3303	86.25	3508.3	834.9	806.8	205.3	713	948.3	205.3
11	Wilson, Bob	3171.6	82.82	3624.6	715	993.7	488.6	974.3	453	453
12	Mayhew, Alan	3117.5	81.41	3445.9	746.5	651	769.6	950.4	328.4	328.4
13	Hickman, Bob	2996.5	78.25	2996.5	1000	959.3	422.3	614.9	0	0
14	Digance, Wayne	2936.8	76.69	3031.4	891.9	892.3	94.6	658.1	494.5	94.6
15	Ryan, Gary	2916.7	76.16	3214.1	884.3	965.3	729.3	297.4	337.8	297.4
16	Pettigrew, Bill	2569.9	67.11	3050.4	925.4	585.4	480.5	542.6	516.5	480.5
17	Pring, Mal	1084.2	28.31	1084.2	349.7	734.5	0	0	0	0

66th Helicopter Nationals Event Report

George Atkinson

The 66th Helicopter Nationals were held at Lake George near Canberra on the weekend of 3rd, 4th & 5th of May. The event was part of the 2013 MAAA Nationals hosted by MAS NSW and organised by the relevant special interest groups on dates suitable to the SIG.

Friday afternoon saw the pleasantly large number of F3C, Advanced and Novice competitors arrive and begin acclimatising themselves to the site and the wind. Local club, Lake George Soaring League, provided much appreciated organisation and catering. The event was also the last formal competition for the Australian F3C team before heading to Poland for the World Championships in late July.

With 10 entries in F3C and 4 each in Advanced and Novice we started promptly at 0900 on Saturday with rounds of Novice, Advanced, F3C, F3C, Novice, Advanced, Novice & Advanced all completed on Saturday.

Sunday saw an improvement in wind (read less) and the competition was

finalised with rounds of Novice, Advanced & 2x F3C. The scores were tallied and the WC team of Marc Swan, Brendan Tucker and Mick Warren finished 1,2,3 respectively.

Scott McKeon, Paul Webber & Greg Lepp (in his first year in Advanced) took the honours in Advanced.

Terry Donnel, Rex Barbey & Neil Russell filled the podium in Novice

Quest, Align, Hirobo & JR Helis were all represented.

Friday night the team dined at the pub next to the caravan park and Saturday night saw the guys head into Canberra. Overall, a great weekend was enjoyed by all present despite a few minor mishaps.

The organisers would like to extend our thanks to LGSL and all the pilots and helpers who made the trip to Lake George, especially Andrew and Antonio who came all the way from Perth, Mick, Scott & Rick from QLD, and the guys from Melbourne.



66th Helicopter Nationals Competitors



Novice Competitors



Advanced Competitors



Brendan Tucker and his Quest Impaction E12



Brendan Tucker flying with Mick Warren calling



Winners. Mick Warren. Marc Swan & Brendan Tucker

National Championships for Precision Aerobatics

Pitt Town 26th -28th April

Richard Knox (NSWPF)

As part of the 66th MAAA National Championships the R/C Precision Aerobatics event was held at the Charles Kingsford Smith MAC field at Pitt over three days from 26th to 28th April. With 30 entries, four classes, a great field and perfect weather it turned out to be a high quality event.

The contest was organised by NSW Pattern Flyers Inc with assistance from members of CKSMAC. Entries were received from four States with pilots travelling from as far north as Yeppoon and as far south as Launceston. A field set-up and practice day was held on ANZAC day in ideal conditions with the forecast promising no change for the next four days, which proved to be the case. The field, which always looks great, was in even better than normal condition creating very positive comments from all the visitors. The facility is credit to the CKSMAC membership and NSWPF acknowledges their generosity in allowing the use of it for the three days of competition.

Precision Aerobatics or “Pattern” competition in Australia has four classes of increasing difficulty. All four classes were flown and National Champions declared in each. Six rounds were flown using two flight lines with two rounds completed each day.

The Sportsman class had five entries and in the calm conditions produced tight contest with the rounds shared between the top three. As the contest progressed Brian McGowan started to edge away but nothing was decided until the last day.

1 st	Brian McGowan	NSW
2 nd	Phillip Tallack	NSW
3 rd	Ted Knowles	VIC

With seven entrants the Advanced class it always looked like an interesting contest. Once again the conditions made for a tight result with the round wins being shared and the final outcome

not being decided until the scoring computer had worked its magic.

1 st	Dean Erby	NSW
2 nd	Richard Knox	NSW
3 rd	Joe Costa	NSW

In Expert all competitors were from south of the border with Scott Kay coming from Tasmania to take the win with Victorians Robert Lauder and Henry Hutchinson fighting it out for the minor places. As an example of the sportsmanship shown throughout the championships, Henry flew Rob’s back up model after damaging his in the first round.

1 st	Scott Kay	TAS
2 nd	Robert Lauder	VIC
3 rd	Henry Hutchinson	VIC

With fourteen entries in F3A, including past and present Australian and UK representatives the standard was always going to be high. With the almost calm conditions the judges’ job was even tougher and a high standard of flying was on display throughout the contest. Matthew Bailey, a junior from Melbourne, proved his win at the recent World Championship team trial was no fluke by taking all but one round to take the title. Local Master Dave McFarlane kept him honest and recent Queensland import from Scotland Malcolm Balfour seemed to like the Australian conditions to take an impressive third.

1 st	Matthew Bailey	VIC
2 nd	David McFarlane	NSW
3 rd	Malcolm Balfour	QLD

So a very successful championships flown in on great field in perfect weather by very competitive pilots in a relaxed and sportsman like manor. For more details including full results and in depth reports on this and other pattern events in NSW head to

<http://www.nswpattern.org.au/Home.html>



Prize Winners



F3A State of the Art equipment with the newest plane belonging to Matthew Bailey a YS 175 CDI powered Biplane, and also shown is and Gavin Dark's Electric Monoplane with contra-rotating propellers. Mathew Bailey is the Nationals Champion in F3A for 2013, and is representing Australia at the next World Championships in South Africa in August this year.



Malcolm Balfour ex UK team member now residing on the Sunshine Coast with Sebart Wind S Pro and Bill Garrod from Illawarra MAC.



The Lysaghts - both past Australian team members with Electric Contra- Drive Nuance

Club News

Mike Colston EOTFG

Wyong Joint IC/EOT Event

A joint event was held at Wyong on the NSW Central Coast over the weekend of 27/28 April. The weather was perfect all weekend, and there was a total of some 10 IC participants and 5 Electric participants.

We flew events in such a manner as to most closely match our event with that being flown by the IC pilots. So 1/2A Electric Texaco was flown at the same time as the IC 1/2A Texaco and so on. Thus, whilst we were not competing with each other it was possible to compare the relative difficulty of each event in electric and IC format.

One minor innovation introduced at Wyong was to label our events with an "E-". Thus 1/2A Texaco became 1/2A E-Texaco, duration became E-Duration and so on. This was done in recognition that the electric events are different from the IC events. The one thing that struck me was the impact that only having a single motor run had on the IC events. Thus 1/2A Texaco and Texaco which are, in EOT, generally the easier events in which to achieve a max in IC they are probably the most difficult. You also needed eyes like a hawk to fly at the heights that the IC guys were required to as a result of their single motor run.

All in all I came away with greatly enhanced respect

for the IC pilots and a renewed conviction that for old timers, like myself, whose eyes are not as sharp as they once were, the multiple motor runs that we are permitted is the way to go in EOT. A

couple of photos of the event are attached including one of an interesting IC Lanzo Stick.

The EOT group flew a full programme of events with the following results:-

1/2A E-Texaco	1 st	Gary Ryan
	2 nd	Brian Payne
	3 rd	Phil Stephenson
E-Texaco	1 st	Brian Payne
	2 nd	Mike Colston
	3 rd	Phil Stephenson
E-Height limited	1 st	Mike Colston
	2 nd	Phil Stephenson
	3 rd	Brian Payne
E- Duration	1 st	Brian Payne
	2 nd	Mike Colston
	3 rd	Gary Ryan
E-Nostalgia	1 st	Phil Stephenson
	2 nd	Brian Payne
	3 rd	Peter Henderson
Overall Champion		Brian Payne



It was particularly pleasing to see Gary Ryan come all the way from Victoria, a great effort. The IC group made us all feel most welcome with only a couple of good humoured asides about the dark side! It was particularly good to see Peter Scott, the

President of SAM 1788 at the Meet. Hopefully the weekend has improved the understanding of both groups of the way the other group works and that there will be many more joint gatherings in the future.

Ex Patternship Wing

Joseph Frost BCRCF

Going back some seven or eight years I had great enjoyment flying a small pattern plane version of the 170cm span "Swallow". The model was powered by a 90 FS IC engine but as most things in life come to an end so came my Swallow for one or another reasons. If my memory serves, the fuselage was broken at the weakest part near the canopy but the main wing was totally undamaged. I had never bothered to repair the damaged fuse eventually disposed of it but kept the wing in my closet thinking that one day it may come handy. Five years ago

during a clean up and many times since, I almost chucked it in the garbage bin, but but at the time I last came across it I had some time during a spell of bad weather and thought "HEY, this could make a nice flying wing". In my 25 years of building and flying I have never been a fan of wings but having some recycled bits and pieces in my junk box I decided to have a go at doing something different.



Over the years I have seen numerous wing designs, mainly pushers of the swept wing type, but deciding to build mine as a hand launcher I thought it

would be more practical and safer to install the motor to the front. Not having any experience with these models, I posted a question on a major RC Forum, trying to find out some suggestions on the size of motor/prop/battery type to use in this set up. Unfortunately, not even a single hint so next day I changed my post to an "IDEA". I found a well-used 28 size "AXI" motor in my box that I had used years ago in one of my own design 3D depron models. Although pretty corroded on the outside after being crashed a few times in the surf, I

thought this might be a contender.

The motor is recommended to run on 3S lipos using 9x10" E-type props and powered by 40-60A ESC. Having lot of

these in my recycled box I quickly built a simple attachment to the fuse, installed a couple of servos hooked up as Delta mix and added two rudder fins at around a 30 deg, angle just for a good look. I set rather high rate throws while using a 9ch PCM RX for the first test flight and rushed to the headland grabbing one of my neighbours along the way to launch it for me. Being excited like a little child with the new toy and confidently cocky I instructed my

more frightened, rather than exited launcher what to do.

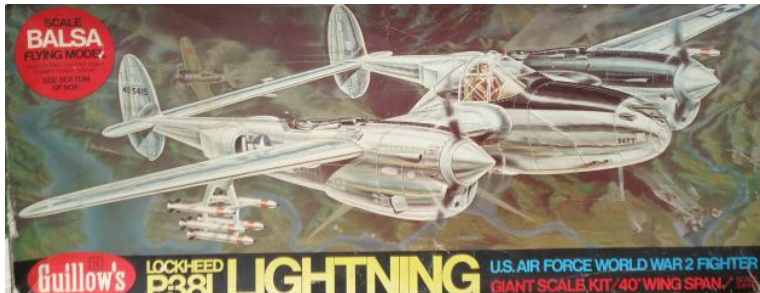
A great launch into the northerly under full power, the wing took off more or less vertically! Not exactly what I had expected. I managed with great difficulty to level it off and crashed it into the soft undergrowth after only around 270deg of left circuit. Ending up with only broken prop and not having a spare one it was back to the bench. It was obviously a question of correct down/right thrust and CofG. All reset and next day at the local field to make sure I won't end up in the ocean I asked a fellow member to hand launch it for me. Not exactly ideal conditions, blowing some 20km/h. The model took off much better but it was a roller coaster ride I'll never forget. More or less still out of my control but I managed to crash it a long distance away in an open field, resulting again with only a broken prop somewhat and embarrassed. Further adjustments were made with some improvement in handling but certainly not a fun model to fly was the 3rd attempt, ending with yet another broken prop.

While back on the bench I decided to do some major modifications as an experiment. Extending the nose section with the motor some 6" ahead of the LE and adding a rearward extended central fin with full Rudder control. Next day back to the field for the 4th test flight and it was a different

model. Fully under control in the light breeze though while landing I managed to brake another prop. Further thrust and CofG adjustments were made and it was back to the headland for more tests. On my 5th and 6th landing two more props were broken leaving me with only one SF 9x6, not ideal for this set up. Unfortunately I managed to break even that one during my next landing, but following day a parcel arrived with 10 various sized APC type E-props. The first one I fitted was 9x6 and strangely it is still on the model to this day after I have had some 100 flights with it. After all the correct adjustments I can say it is a magic model to fly, rather heavy for its size at 1800grams AUW while using 3S/4500/40-50C lipos which were also recycled by removing bad cells from damaged 4S and 6S packs. In the light wind conditions the model needs reasonable speed in order not to tip stall it, which was one of the reasons for my initial crashes. I often fly it now in 30+km/h wind off the headland and the model handles it like a breeze. Landing it in these strong winds I bring it down to a virtual stop. There is hardly a manoeuvre that this model can't handle and some of my favoured ones are rolling, point circuits or vertical figure eights. A great practice model built from all recycled parts to test your skills at minimum expense. Full build log and flying videos can be seen on RC Groups Forum under Flying wings, enjoy flying, Joseph Frost.

Out of the Past – Guillows Lives Again

Those of us with enough growth rings might remember the range of rubber scale, free flight kits manufactured by the U.S company, Guillow's.



In 1985 prompted by an advertisement in one of the aeromodelling magazines, I purchased their top of the line model, a P38 Lightning by mail order. I intended to convert it for radio control operation, but upon receiving it, I promptly talked myself out of the project due to its general size, dictated by the 40 inch wingspan. Not being able to accommodate the large size of the radio gear and servos of the era, it was directed to the too hard shelf and there it sat for 27 years.

With the advent of more efficient electric motor systems and micro servos, it lately appeared as a viable project and construction began around June of 2012.

The recommended tissue covering was replaced by 1.5 mm balsa sheet, the small thickness deemed necessary to keep the weight down. This didn't leave much room for sanding, but it was way ahead of tissue in that area.

The kit came with a generous quantity of plastic mouldings for the cowls, oil coolers, nose of the central pod and large areas of the wing and nacelles incorporating the turbo chargers. The canopy also provided covering for the rear section of the upper pod. These mouldings meant there was generally less sheet covering to do.

I chose a pair of 28-30 Kv 1000 motors and 30 Amp electronic speed controllers for the power plants. Being electric they easily facilitated the

use of counter rotating propellers, one standard and the other a pusher.

The size of the booms couldn't accommodate

large LiPo batteries, so I settled on a pair of 3 cell (11.1V) 1,500 mAh 25C types.

If all those numbers mean nothing to you, hopefully the following will explain. For the motors, the 28-30 refers to the dimensions of the motor. They have a diameter of 28 mm and are 30 mm in length. While this is no great guide to their expected performance, it is a starting point. Bigger and heavier can be an indication of power, but don't rely on that too much. I'd used those motors in a similar project and found them to work quite well. The Kv 1000 has nothing to do with Kilovolts and is a K factor indicating that they will develop 1,000 RPM (unloaded) for each volt applied to them from the power source. So, powered by 11.1 V batteries, we can expect about 11,100 RPM. That, once again is only a starting point, as the propeller naturally has an impact on that. The more load you put on them, the slower they'll turn and the greater will be the current drawn. Using 8.5"x 6" propellers, they spun at about 8,500 RPM top speed, with a current of about 14 Amps for each motor. I expect the model to cruise at about 8 to 10 Amps per motor.

As for the numbers applied to the batteries, each LiPo cell has a nominal voltage of 3.7V, so a 3 cell pack yields 11.1V nominal. The 1500 mAh is their capacity and follows the same principles as you may be aware of with NiCad or NiMH packs. In simple terms it means that it can be discharged

over one hour at a current of 1,500 mA or 1.5 Amps. That 1.5 A is referred to as the C value. The 25C rating of the batteries, refers to the maximum current that they can supply. In this case that's $1.5A \times 25$, or 37.5 Amps. That's just the maximum rating of the batteries, it doesn't mean you have to pass that much current. Allowing for a 6 minute flight time means a discharge at 15 Amps.

30 Amp Electronic Speed Controllers were selected to give a good safety margin, as my background in electronics tells me to never work any component to its maximum ratings. With speed controllers, I normally de-rate them to 70% of the stated maximum, then treating a 30 Amp type as 21 Amps. This is still well above the expected maximum of 14 Amps.

For most models I use 36 MHz radios, but with this one not being able to accommodate the relatively long receiver aerial, I'm using a 2.4 GHz. type of the Futaba FASST system with four micro and two mini servos. Each boom houses two

micro types, one for the elevator and the other for the individual rudders. The elevator is driven at each end by separate servos to share the load and avoid possible twisting. The ailerons are driven by torsion rods from a single mini servo at the rear of the pod and the steerable nose wheel from another in the nose. The receiver ON/OFF switch is operated by one of the machine guns in the nose, pushing the barrel in turns it on.

As I never trust the motor batteries to also power the receiver, a separate 6V, 1,300 mA, Lithium Manganese Dioxide non rechargeable mini pack is housed in the nose to keep the C.G. forward. I had a lot of these batteries gifted to me from industry and just had to use them.

The total weight came out at just under 3 lbs with a wing loading of 33 oz / square foot. I would have preferred 2 to 2.5 lbs, but it wasn't to be. It will need to be flown fairly fast, but that's what a P38 did and this model certainly has the power for that.



TOP Gun 2013

MAS NSW provided support for four of our members, Anthony Ogle, Peter Goff, Craig Bryson and Greg Tracey, who competed in the TOP GUN 2013 event in Florida.

This was the first time as a team, however Greg has competed for the past few years. They have provided a full report of the trip as well as the event on the RC Scalebuilder Forum at



http://www.rcscalebuilder.com/forum/forum_posts.asp?TID=20212.

Highlight of the trip was that all 4 guys had the privilege of a ride in the back seat of a P51 Mustang whilst in California on the way to the event.

The guys acquitted themselves very well, especially since this was their first time at the event. They were awarded the following trophies:

Craig

- Highest Static - Unlimited class
- Best Pre WW2

Peter

- Best Unlimited Team

Anthony

- Won the Sportsman category

An excellent result – Well done guys.





**GUNNEDAH DISTRICT
AEROMODELERS
in
Association with the
F.S.A.A.**

SCALE RALLY
FOR MAAA MEMBERS

JUNE 15th & 16th 2013

CATEGORIES

Best F.S.A.A. Members model

Large Civilian over 70"

Large Military over 70"

Civilian under 70"

Military under 70"

ARF Military

ARF Civilian

Electric Military

Electric Civilian

TOP GUN

Must be fixed wing prop driven.

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

Camping available at field toilet and shower on site

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

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

FOR FULL DETAILS

PHONE w 0267420222 ask for Paul or Ken

FOR MAP LOCATION GO TO OUR WEB SITE

www.gunnedahrc.com

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



NSW PYLON RACING **CLUB inc**



Q500, F400, F3D and the
Electric EF-1 and Funfighter (i.e. Rare Bear)
PYLON RACING at

SHOALHAVEN MODEL FLYING CLUB - NOWRA.

LOCATION: The Archer Racecourse off Albatross Road

Sunday 30 June 2013 – 9:00am Pilot briefing

Practice Saturday 29 June 2013

Catering at Field, Sunday Breakfast and Lunch

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

New Racers Always Welcome

Contact Jeremy Randle 0418 390 446

Or check out the Web site

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

FUEL SUPPLIED ON RACE DAY

Further 2013 dates
Pitttown 3/4 August, Richmond TBA,
Proposed Marulan dates are 19/20 Oct & 23/24 Nov
(These dates are not locked in)



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

RC PRECISION AEROBATICS - 2013

The MAAA Nationals Aerobatics Pattern competition results are shown in a Report on the event in this Newsletter and are also on the NSW Pattern Flyers website www.nswpattern.org.au. We specifically thank the Committee and Members of the Charles Kingsford Smith MAC for the fantastic facilities and field, and for the great weather they turned on for us.

The **Manning Model Aero Club at Wingham** is our next event and the last for the winter. It is to be held on the on the **22nd and 23rd June**. The Field is in Wingham, off Racecourse Road, which is 1.5 km up to the right off Comboyne Road from the railway line in town.

A BBQ will be operating on both days, so plan on eating their fare to help the Club funds.

We invite and encourage all newcomers who would like to learn to fly aerobatics properly, and with precision. It is a highly addictive feeling to nail a difficult manoeuvre, one that you may have seen done, but not know how to do, we will show and teach you how. If you are not sure and you are in the Taree/Wingham/Gloucester region, why not come out for a look. Flying starts at 9.00am on each day. Any newcomers will fly the in the Sportsman Class. The Schedule is on our site www.nswpattern.org.au. If you can loop, roll, fly inverted and perform a spin, come and join in the fun, or just come to watch. Our Members will be keen to assist you in any way.

We then take a winter break this year in July and August, with the first spring event at **Gunnedah on the 6th and 7th September**.

Other event dates for 2013 are on our website, and include Camden Valley and Albury (the APA Champs) in Oct, and the NSW State Champs at Illawarra in Nov.

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

MARYBOROUGH AEROMODELLERS CLUB

Jet Turbine Weekend

FUN FLY

28th - 30th June 2013

Camping on site \$ 10 per site per night .

Hot shower and toilets available (no power on sites)

Pilot fees are \$ 20 for 3 days of flying.

Canteen with hot food 9am till 2pm all 3 days.

All models must be certified and all pilots
to show current licences

This is a social event for pilots to get together and have a ball !

Please share this event with your jet friends and
make this a great weekend .

PLEASE RSVP THE CLUB VIA EMAIL.

We'd love to know how many are attending!

manssen@aanet.com.au

MARYBOROUGH AEROMODELLERS CLUB

Boonooroo Road (4 km. from the Granville Pub)

www.maryboroughmac.com



Bushman's Rest Caravan Park
Presents



Lake Cullulleraine R/C Float Plane Festival 1st July to 7th July 2013

Fly from the lake's edge right in front of the camping area



Casual flying open to all Monday 1st July – Friday 5th July

Fun-fly Saturday 6th July – Sunday 7th July

*Maintained grassed area to the edge of lake
Large open flying space with emergency retrieval boat on-site*

*Powered and unpowered campsites
On-site accommodation available in our Modern Lakefront Cabins or Farm style houses*

*Barbeque lunch available on Saturday and Sunday for small fee
Saturday Evening meal available at nearby Werrimull Hotel*

Open to all MAAA registered members

*For more information contact:-
Darren or Lea Smith
Bushmans Rest Caravan Park
Sturt Highway, Cullulleraine, Victoria
P 03 5028 2252*

*E enquiry@bushmansrest.com.au
W www.bushmansrest.com.au*



2013 MAAA National Air Races

25th, 26th & 27th October 2013

MAS NSW State Flying Field Cootamundra NSW.

(Gundagai Rd 11km from Cootamundra or 26km from the
Coolac turn off on the Hume Hwy)

Events: Golden Era Inline, Golden Era Radial, North American AT6, Reno 62cc,
Formula F1, Extreme 20 and Extreme 30.

Pre Entries Required. Entries close 1st October 2013.

Organised By the Large Scale Racing Club of
Australia Inc on behalf of MAAA & MAS NSW Inc

Note MAAA MOP058 Policy requirements will be enforced.

All competitors (including 2.4Ghz) to have a 51mm
wide frequency key with their name printed on it,
to be used in the control key board.

Further information & entry form & information pack
Joe McGuffin 02 9825 4695, drafting@salken.com.au

2013 MAAA National Air Races

Program

Day 1.

Friday 25th October.

Field open for Registrations and Processing 8:30am.

Field open for practice 10:30am.

Pilots' Briefing at 12:00md.

Racing starts 1:00pm to sun down.

Day 2.

Saturday 26th October.

Field open 8:00am. Canteen open 8:00am.

Racing starts 9:30am to sun down.

Day 3.

Sunday 27th October

Field open 8:00am. Canteen open 8:00am.

Racing starts 9:30am to finish of seventh round.

Presentation of Trophies.



ACCOMMODATION.

Motels.

Bradman Motor Inn. 02 6942-2288

Cootamundra Gardens Motor Inn. 02 6942-1833

Southern Comfort Motor Inn. 02 6942-3366

Wattle Tree Motel. 02 6942-2688

Camping on field is permitted.

OS DAY at WRCS Belrose.

If you own an aeroplane with an **OS Engine or OS Brushless Motor**, come along on Saturday 27th July for a very relaxed fly-in at the WRCS field Belrose.

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

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

All pilots receive a complimentary information pack from Model Engines.

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

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

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

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

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

Coffs Coast EDF JET MEET



Saturday & Sunday 15-16 March 2014.

On behalf of Bananacoast Radio Control Flyers I'm planning to organize a major Electric Ducted Fan jet meet to be held at our Emerald Beach flying field in beautiful Coffs Harbour, Mid North Coast of NSW. We have a great flying facility with a 35x200m good quality grass strip, club house with full amenities and numerous caravan camping sites with AC power facilities. Advance bookings are recommended for these with a small fee being charged.

On Friday 14th March, our regular flying day, the field will be available for flying and early registration. Saturday, all day flying commencing 8:30am with evening smorgasbord dinner served at the club house. Prior bookings will be essential for the evening meal as there is limited seating.

Sunday, all day flying with the presentation held after lunch at 2PM. ABBQ lunch will be available Sat. and Sun. only.

There will not be any formal competition during this fun fly, bring as many models as you wish, fly as much as you like with a limited number of pilots flying at the same time (decision made each morning at pilots briefing). For safety reasons a separate time will be allocated for pilots wishing to fly hand or bungee launch models if required.

I'm hoping to make this a successful annual event, and would like to invite on behalf of the club any interested MAAA registered pilots to participate. Sponsors are most welcome to take part and set up their trade stalls.

More info will be available in the near future, stay tuned, or for further details please contact:

Joseph Frost 0403 116 491 e-mail: frostjos@gmail.com, or

Norm Wagner (02) 66561227 e-mail: wageners@hotmail.net.au

For Sale

Two Thunder Tiger (NO9803) F-54S Four stroke Model Engines.

As new condition. Both motors not quite run in as yet.



\$150 each plus postage.
Phone Ray 02 6583 1093.

**Deadline for submissions to
Newsletter #357 (July 2013) is
Tuesday 18th June 2013.**

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