

MINIATURE   
**AERO SPORTS**  
NEW SOUTH WALES INC.



Joseph Frost's highly modified TopGun Hobby Mig-15. See the full build story on pg 30

*Photo via Joseph Frost (BCRCF)*

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## Diary Notes

### Next MASNSW Meeting

Friday 13<sup>th</sup> September 2013, 8:00pm at Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

### Following MASNSW Meeting

Friday 11<sup>th</sup> October 2013, 8:00pm at Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Newsletter #359 (October 2013) deadline for submissions  
Tuesday 17<sup>th</sup> September 2013.

## Contacts

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Deputy CFI South	George Atkinson	<a href="mailto:dcfis@exemail.com.au">dcfis@exemail.com.au</a>	0414 972 118
CASA Liaison	Tim Nolan	<a href="mailto:casaliaison@masnsw.org">casaliaison@masnsw.org</a>	0412 173 440

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

## From the Editor

Welcome to the new MASNSW year. I enjoyed a brief spell in August whilst the Registrar was busting a boiler with the process of re-registration but now it's back into it with a huge issue due to Minutes for both July and August, an MAAA Newsletter and some very large reports and contributions.

Regular contributor Joseph Frost from BCRCF has put together a very nice Mig-15 and as usual, he wasn't happy with just assembling what was in the box. See the picture on the front page together with more pics and his build report on page 30.

Back in June, Ken Hartley sent me a report on the Gunnedah Scale Rally held over the weekend of 15<sup>th</sup> – 16<sup>th</sup>

June. Unfortunately I've not until now had the chance to publish it so be sure to read the story and check out the great photos on page 33. Bill Swan gives Tolstoy a run for his money with his report on the Australian 2013 World F3C Team's adventures in Poland beginning on page 37. Great effort Bill and congratulations to the team and their supporters.

Plenty happening with fun flies, rallies and so forth – sure you can find something to suit you.

As always, enjoy your flying.

Rob M.



My latest donation to our club to raise funds. A landscape subject for a change. "TWILIGHT CALM", a reproduction from the major oil by Joseph Frost. Framed work as illustrated is on display at our club house and will be drawn as a Christmas raffle at our Christmas lunch party in December at the field. "And the winner is", you've got to be in it to win it"! Please support the club, tickets available during our flying days, Tue. Fri. or Sundays, \$2 each, three for \$5- or ten for \$10- or contact me direct on, [frostjos@gmail.com](mailto:frostjos@gmail.com). Regards Joseph Frost (BCRCF)

# Miniature Aero Sports NSW Inc

## MINUTES

Business Meeting  
Workers Parramatta  
12<sup>th</sup> July 2013

**Meeting Opened** 8.00pm

**Attendance:** R Bishop CMAC, G Hoy CMAC, K Barnes PRCAC, G Atkinson WRCS, S Norrie NSW SAS, E Ashley Coota, B Thrift CVRCMAC, M Stone HSL, T Nolan ROW, R Carpenter HMAS

**Visitors:** C Maddox PRCAC, S Murray PRCAC, A Nolan ROW

**Apologies:** R Masters WPMAC, D Costelloe QFS, D Lacey SSME, D Devries SSSMAC, D Lewis WPMAC

**Minutes:** Motion that the minutes of the meeting held on the 14 June 2013 as distributed in Newsletter 357 be accepted as a true and accurate record of that Meeting.

**Moved:** HSL    **Seconded:** PRCAC    **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 Secretary, enquiry re hosting of F5B as part of 66th Nationals Event
- \* M 1.2 Details of the flight training courses being conducting in other states.
- \* M 1.3 Guidelines on the supply of MAAA Delta Darts
- M 1.4 CIAM Flyer 3-2013
- \* M 1.5 Mike Close seeking to be directly affiliated with MAAA and not affiliated via NSW
- M 1.6 Hyland Model Club seeking information on forms etc. (CC for MAS NSW info)
- M 1.7 Copy of the MAAA Executive minutes May meeting
- \* M 1.8 Enquiry about flying from a non-approved location.
- M 1.9 MAAA Newsletter
- M 1.10 Grafton MAC approval to fly within 2nm of Grafton Airport

### From other than MAAA:

- \* C 2.1E Ashley, Quote for watering at Cootamundra State Field
- \* C 2.2 Update on accident at Lower tweed Model Club
- C 2.3 Update re change of Executive at CMAC (forwarded to Registrar for attention)
- C 2.4 B Stevens, LMMAC, additional details for Alain Cain application
- C 2.5 K Hartley GDAA, seeking details on Delta Darts
- \* C 2.6 N Frazer, inclusion of ASAA titles as a MAAA Nationals Event

- C 2.7 B Porman, WRCS follow up on field registration with CASA
- \* C 2.8 C Palmer, Penrith Regatta Centre, update on next year's Model show
- C 2.9 B Porman WRCS, details of new committee 2013/14
- \* C 2.10 R Carpenter, HMAS report from UK magazine on 3DX event
- C 2.11 J Daly COMSOA, Gas Turbine and FW25 application
  
- C 2.20 Received completed Large Model Permits to fly forms from the following:  
P Phimmachanh CMAC, J Goldsmith OMAC, B Gibson CKSMAC, R Clark WRCS,  
R Oygle Canberra MAC, J Daly COMSOA, D Pound WRCS, D Tibbitts SSSFA,  
J Besnard SSSFA
  
- C 2.20 Received completed Large Model Permits to fly forms from the following:  
G Harrod COMSOA, B Lydford DMAC, G Edgar COMSOA, D Wilson , F Ruffo LAC,  
S Brackley COMSOA, D Varian OMAC, J Goldsmith OMAC, T Gill COMSOA,  
C James CKSMAC, D Archer COMSOA, J Sharpe BMAC, S Guest Leeton,  
G Morgan FFMAC, M Cochrane BRCF, M Hase HMAc, J Zambellie LMAC, P Robertson  
COMSOA, S Clarke SRCS, G Ure RAAFMAC, T Papagiorgopoulos HMAS, B Watson BMAC,  
G Tracey RAAFMAC,

#### Late Permits

#### Late Correspondence:

#### Correspondence Out:

#### To MAAA:

- M 1.1 Advice that event will not be supported as a Nationals Event
- C 2.4 Additional details for MAAA records

#### To other than MAAA:

#### Business Arising from Correspondence:

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

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

#### Reports:

**Treasurer:** **Bob Bishop**

#### Business Arising from the Treasurers Report:

Motion that the Treasurers report be accepted and accounts be approved for payment.

**Moved:** HSL **Seconded:** SAS NSW **Carried**

**President** **Bob Carpenter**

Over the past few months you will have seen that we have been changing the focus on the public face of MAS NSW. This has been in conjunction with the support we have been providing to our clubs.

Tonight I will be showing a very favourable article that has been published in an International Magazine, Radio Controlled Rotor World from the UK. This article and accompanying photos was from the 3DX championships held in March at the HMAS field. The organisers were very congratulatory and the write up included photos of the aircraft that we used for support and noted that it was good to see Helicopters and Fixed Wing working together.

Also tonight we will be seeing a presentation on the new direction we intend to take in our school's education programme and this is an endeavour to increase involvement by younger modellers. I hope that our membership embraces this approach and you will see more information on our web forum and in the newsletter.

We will also be carrying out a planning session for the MAS Fly In and Airshow set down for the October long weekend. This will be a great opportunity for our clubs to get together and enjoy a great weekend of flying with support from other community organisations. Once again this is your Executive bringing the opportunities for us to work together to improve the total modelling scene in NSW.

On the National scene MAS NSW will be presenting our instructor's course in South Australia on the weekend of the 27/28 July with representation invited from South Australia, Western Australia and the Northern Territory. It will be interesting to see if other states go along with the way in which we have changed our Instructors' Course.

By the time you are reading this we will be getting ready for the August Monthly meeting. I will not be attending this as I will be representing MAS NSW in Adelaide where MAAA is holding a Strategic workshop to work on how we deal with MAAA support of lands and the large bankroll that is now available. I will be putting this on the web forum and requesting input from all our members on what you would like to see from these workshops. I have some ideas from discussion with our members, however, I am there to represent your views and welcome any input.

**Vice President/ Secretary**

**Tim Nolan**

There has been considerable discussion over some of the accidents and the numerous rumours that go around about how they happen. To try and reduce the "Chinese Whispers" and to encourage safer flying we will be starting a new segment in the newsletter providing the basic facts surrounding an incident and what action is being recommended to limit the likelihood of it occurring again.

We would appreciate your feedback on the value of this feature and the type of information provided.

On the 1 May 2014 all heavy model and turbine inspectors' accreditations will expire. If you wish to continue to operate as a heavy, giant or turbine inspector you will need to re-apply; the forms are located on the MAAA website. The correct forms are MAAA024 (FW25/RW 25) and MAAA029 (FW50/RW50) Gas Turbine re appoint details are on each form. To better assist modellers we will be publishing a list of all inspectors on the MAS NSW website with contact details, a phone number and also an email address.

Do not submit these forms until the New Year. The reason for this early mention is to provide people with the opportunity to consider if they wish to retain these qualifications and the associated responsibilities.

Would all people who are submitting heavy model forms please stop using the old forms and download the current MAAA038 Permit-to-fly form. There have been a number of forms coming through



with where there is no details on the type or model numbers of the servos being used. If you are the inspector how can you validate the servo type when it is not recorded?

**Registrar**

**Dave Lewis**

Current Year		New to System	Last Year (July 2013)
Seniors (Includes Pensioners)	709	17	1083
Juniors	20	5	48
No. of Clubs	54		64
Total Membership	729	22	1131

**Chief Flying Instructor**

**Bob Carpenter**

The Instructor’s Course and Workshop held at Taree over the weekend 15/16th June was great success. We had nominations from 11 clubs and after a few dropped out we started the course with 17 people. The clubs represented came from south of Sydney as well as those from the Northern area. I would like to congratulate those who were successful, their names and clubs are included in the awards section of the minutes. I am still waiting on a couple more exams to be finalized and their awards will be promulgated at a later date.

I would like to thank George Atkinson, Martin Cochrane and Steve Keep for their assistance in running this course and welcome your assistance at any future courses.

Planning has commenced for a course to be run late this year in the Lismore Area to provide the course to our members from the far northern area.

**State Flying Field Secretary / PRO**

**Steve Norrie**

Discussion on the quotes for watering of the runways at the state field, these where all deferred to the general business for a decision.

**CASA Liaison Officer**

**Daniel DeVries**

As we are obliged to keep records of all approvals for all flying displays, whether part of a full size aircraft display, a display at a flying field or at an airport MUST have an MAS NSW Display Approval in addition to any display approval issued by CASA. As we need to keep records for the regulator any such CASA approval needs to be forwarded to MAS NSW for consideration of any additional conditions imposed by the regulator prior to the MAS NSW approval being issued. I’m not going to backdate anything should it be required for insurance purposes.

There have been two events recently where display organisers have failed to follow up and have not had MAS NSW approvals issued or relevant CASA NOTAMS issued where required. It’s the event organiser/display director’s responsibility to ensure all relevant approvals and paperwork is in order prior to the event being conducted. I’m happy to help and advise but I can’t always be left with the responsibility to have it done.

**Public Relations Officer**

**Aranka Nolan**

Moved to general business.

**Other reports:**

**Education Officer**

**Greg Hoy**

Moved to general business.

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

**Awards:**

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

Anthony Potoczko	COMSOA	76509
Leon McHugh	HMAS	34176
Richard Owens	WRCS	76261
Clarence Cullen	GMAC	74046
Darryl Woolfe	GMAC	76309

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

David Varian	OMAC	71399
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**Applications received for approval for MAAA Fixed Wing Power Instructors**

Colin Hutchinson	SHMAC	52279
Peter Hagley	SHMAC	54551
Ray Wilson	HRM	61857
Mike Hage	HRM	67430
Robert Walters	HRM	66750
Brian Birrel	FATMAC	71203
Bob Pearce	FATMAC	67183
Lindsay Ellis	FATMAC	73701
Pat Darbin	FATMAC	73634
Peter Besant	FATMAC	61991
Rick Nott	FATMAC	68050
Ronald Martini	Archville Eagles	64107

**Applications received for Approval of Commercial Model Aircraft Flying Instructors:**

George Atkinson	WRCS	52792
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**Applications received for the approval of MAAA Helicopter - Bronze Wings:**

Frank Rodgers	HFC	44051
Colin Chang	HFC	76506
Quang Le	HFC	76421
Tony Bazouni	HFC	74014

**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:** CMAC    **Seconded:** SAS NSW    **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:**

Society of Antique Modellers	Old Timer	Tamworth	June 2013
NSW Pylon Racing Club	Sportsman Pylon	Illawarra	June 2013

**General Business:**

The first item of General Business is:

The next Business Meeting and of MASNSW will be held at the Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta on the 9<sup>th</sup> August 2013. The meeting to commence at 8.00pm, (2000hrs), All Members, Observers, and Visitors are welcome.

Urgent repairs required for model in the MAA collection, the Executive is looking for any person with the skills to repair the Finnegan Flyer that is part of the MAAA collection. This model is tissue covered and it is need of repair before it is lost forever, if you are interested then please contact the secretary, Tim Nolan on 0412173440.

The issue of watering for the runways at state field, Cootamundra. Two comprehensive quotes were presented and discussed by the meeting, the following motion was put to the meeting

“The Executive is authorised to spend up to \$20,000 on the watering system for the Cootamundra State Field”

**Moved:** CVRCMAC **Seconded:** SAS NSW **Carried**

MAS Education and the future directions a presentation by Greg Hoy the Education Officer. Greg Hoy made a very comprehensive presentation on the possibilities and directions that he would like to take the education program. This document will be refined and the members will see the details as they are finalised. It was most interesting to see the number of schools that already have model aircraft programs.

Public Relations Officer and the President to work through the plans for the MAS NSW open day in October at Vineyard. The meeting then participated in a brain storming session for the upcoming MAS NSW open day being held at HMAS field Vineyard on the long weekend in October. The details from this session will form the basis of the communication plan and format for the weekend. When the details are collated there will be further releases to all clubs on the event.

**There being no further business before the meeting, the meeting was declared closed at: 11.05pm**

# Miniature Aero Sports NSW Inc

## MINUTES

Business Meeting  
Workers Parramatta  
9<sup>th</sup> August 2013

**Meeting Opened** 8.00pm

**Attendance:** D Lewis WPMAC, B Thrift CVRCMAC, K Barnes PRCAC, E Ashley Coota, S Norrie NSWASAS, J Rolf NSWASAS, M Stone HSL, D Costelloe QFS, W Swan UMAC, B Bishop CMAC, R Masters WPMAC, D Costelloe QFS, T Nolan ROW

**Visitors:** Nil

**Apologies:** R Carpenter HMAS

**Minutes:** Motion that the acceptance of the minutes of the meeting held on the 12 July 2013 be deferred till the September meeting after they have been published in and distributed via Newsletter 358.

**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 Executive minutes
- M 1.2 Advice of MAAA Treasurer change of address
- \* M 1.3 Advice on Outback Challenge procedure and CASA
- \* M 1.4 Minutes from the MAAA Conference and current MAAA rules

### From other than MAAA:

- C 2.1 N Cameron, Port Stephens MAC, report of injury (finger strike, glow motor)
- C 2.2 G Hoy, CMAC report of flying incident, and notification to MAAA
- C 2.3 M Chapman, UMAC updates on the World FAI F3C helicopter Championships
- C 2.4 H McLennan BCRF, replacement gold wings enquiry
- C 2.5 K Hartley, Warialda enquiry re Delta Darts
- C 2.6 R Exler, TARMAC, public display enquiry
- C 2.7 R Exler, TARMAC, membership enquiry
- C 2.8 D Devries, letter of resignation from CASA Liaison role
- C 2.9 L Yates, CASA information required for ARN (Aviation Reference Number)

- C 2.10 G Olsen, CASA advice re Temora Jets Application
- C 2.20 Received completed Large Model Permits to fly forms from the following:  
R Kucinkas HMAS, S Brackley COMSOA, C James CKSMAC, W McGuiness CKSMAC,  
J Frost BCRFC, S Hough SSSFA

#### **Late Permits**

- C 2.21 Received Cancelled Large Model Permits to fly forms from the following:  
W McGuiness CKSMAC
- C 2.22 Newsletters Received:  
NSWFFS  
NSWSAS – the Flyer  
CMAC – the Bedrock Flyer  
MASA

#### **Late Correspondence:**

#### **Correspondence Out:**

#### **To MAAA:**

- C 2.1 N Cameron, Port Stephens MAC, report of injury
- C 2.2 Report of flying incident at CMAC
- C 2.9 Details supplied to CASA for ARN

#### **To other than MAAA:**

#### **Business Arising from Correspondence:**

- M 1.3 MAS NSW will circulate to all clubs the advice concerning the outback challenge for information
- C 2.8 With the resignation of Daniel from the position of CASA Liaison, the Secretary will be managing the role. On behalf of the Executive we would like to thank Daniel for his absolute commitment and the support he has given to MAS NSW. We look forward to catching up with him on a flying field soon.

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

**Moved:** NSWSAS    **Seconded:** WPMAC    **Carried**

**Reports:**

**Treasurer:** **Bob Bishop**

**Business Arising from the Treasurers Report:**

Motion that the Treasurers report be accepted and accounts be approved for payment.

**Moved:** HSL **Seconded:** CVRCMAC **Carried**

**President** **Bob Carpenter**

There is no report from the President at this time, he will report on the MAAA meeting next month.

**Vice President/ Secretary** **Tim Nolan**

Following on from the theme are we having fun? I would like to ask some questions regarding “what is your club”?

Does it make children welcome, is it a place that a woman, or mother could feel comfortable with her children being there? Is your club made up of some members who frown if a new person turns up with a foam model from HobbyKing? Have you heard or made a comment such as “Oh those park flyers are not real models, only models with timber and an internal combustion motor are real model planes”.

Or because someone arrives with an ARF they are less of a modeller because they don't have or can't invest the time that you have in scratch building a model. Or is your club another Chapter of Gods waiting room?

We hear from some clubs the acknowledgement that all clubs need new members to survive and maybe even grow. Is your club looking to the future, and recruiting new members or does it have the view that that is the role of MAAA and MAS NSW? Does your club have a succession plan? Who have been identified as possible future leaders, and what training and encouragement is being offered to help them develop into the next President, Secretary or Registrar? Or do you as an ordinary club member have no idea about what happens at those “secret committee meetings” and does your club meeting engender a sense of belonging and belief that the committee has a plan for your club?

Who is looking at the long term survival of your club and this hobby? Or is your club only looking at the next twelve months because that is all the flying you have left in you?

Think about the flight training at your club...is there any acknowledgement of new teaching methods such as the buddy box? Or does your Chief Flying Instructor insist on the old “pass the parcel” because that is the only way real modellers can learn to fly? Have any of your flight instructors completed a course recently or done a refresher?

Consider this... how much courage does it take to visit your club only to be criticised because all they have is a HobbyKing or similar model as their first one? How welcoming does he/she feel when they turn up to try and learn to fly? Just maybe with a little support and encouragement this person may be the next one to buy a new Spectrum or Futaba radio and become a key person in your club's continued development and growth.

Are you really trying to grow your club or preserve the status quo as that old man's club that play with toy aeroplanes down the end of the lane? Does your club expect that MAS NSW and MAAA are responsible for finding members and promoting model aviation? Your MAS NSW can only help build the profile, provide contact details and help build the public awareness of model aviation...it is YOUR club that people become members of and where they will either become enchanted with model aviation or pass it by because of the grumpy old men. The ball is in your court.

**Registrar**

**Dave Lewis**

<b>Current Year</b>		<b>New to System</b>	<b>Last Year (July 2013)</b>
Seniors (Includes Pensioners)	1600	72	1709
Juniors	58	11	78
No. of Clubs	80		77
Total Membership	1658	83	1787

**Chief Flying Instructor**

**Bob Carpenter**

The most recent course for flight training was conducted in Adelaide and again the CFI will have a comprehensive report for next month,

**State Flying Field Secretary / PRO**

**Steve Norrie**

Council have now signed off on the mezzanine and shower, final occupancy certificate will be received shortly and I will advise when it is received.

The runway watering system installation has commenced. All items have been delivered to the site with the exception of the tank which is due in approximately four weeks.

**CASA Liaison Officer**

**Position Vacant**

**Public Relations Officer**

**Aranka Nolan**

Following on from last month, work has begun on the Communication Plan for the October long weekend and the MAS NSW fly in at Vineyard. Over the next few weeks flyers and press releases will be released to media outlets and also within our own communication channels. We will be seeking any local stories or information that you have about who will be flying etc. These will enable us to obtain coverage in the local papers across Sydney. It is important for them that if they are reporting about an event at Blacktown (for example) that they can build a link with a local club or personality who will be involved in the display. It is also an opportunity for local clubs to build their own profile.

**Other reports:**

The meeting received a verbal report from Bill Swan on the recent F3C world Championships in Poland, this report with additional material will be in the newsletter as a separate article.

**Moved:** PRCAC    **Seconded:** Coota    **Carried**



**Awards:**

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

Ian Smalley	HEFC	34115
Michael Sammit	WRCS	69524
Logan Taylor	BDMC	73980

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

Ernie Swanson	CVRCMAC	71505
Des Howson	SMFC	15473
Greg Stockwell	LTMAC	76537

**Applications received for approval for MAAA Fixed Wing Power Instructors:**

Nil

**Applications received for Approval of Commercial Model Aircraft Flying Instructors:**

Nil

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

**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:** WPMAC    **Seconded:** NSWAS    **Carried**

**MAAA Inspector Approvals:**

**Heavy Model FW 25 Inspector Approvals**

Jeremy Daley	CKCMAC	52669
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**Heavy Model RW 25 Inspector Approvals**

Nil received

**Giant Model FW 50 Inspector Approvals**

Nil received

**Giant Model RW 50 Inspector Approvals**

Nil received

**Gas Turbine Inspector Approvals**

Jeremy Daley                      CKCMAC                      52669

**MASNSW POINT SCORE COMPETITION AWARDS 2012:**

Flying Scale Association      Scale      Blacktown      July 2013  
Flying Scale Association      Scale      Taree              August 2013

**General Business:**

The first item of General Business is:

The next Business Meeting and of MASNSW will be held at the Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta on the 13<sup>th</sup> September 2013. The meeting to commence at 8.00pm, (2000hrs), All Members, Observers, and visitors are welcome.

NSWSAS raised the question of funding for State Titles and sought some clarification as to funding available. There was general discussion on the issues and following motion was put to the meeting.

“That MAS NSW will allocate \$250-00 to assist in the hosting a state title. This is available to each special interest group”

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

**There being no further business before the meeting, the meeting was declared closed at: 9.10pm**

# MASNSW 2013 Events Calendar

(Compiled 11/8/2013)

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

## August 2013

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	02 6059 3527
* 7-8	Pattern/Aerobatics	Gunnedah	Richard Knox	04 4446 1021
8	High Wing Fun Fly	Dubbo	Pete Stanford	0409 827 253
13	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
15	F5J Electric Glider	Goulburn	Paul Osmond	0429 668 883
13-22	Manilla Slope Soaring Festival	Manilla	Stephen Wenban	0437 032 660
22	Seaplanes over Penrith	Penrith	Tim Nolan	0412 173 440
25-29	<b>66th Nat'l Championships - R/C Scale State Field</b>	<b>Cootamundra</b>	<b>John Rolfe</b>	<b>02 9734 6288</b>

## 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	<b>Public Holiday NSW</b>			
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

2-3	Camden Valley Scale rally	Camden	Ted Ashley	02 4647 8903
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 Thictthener	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	<b>Pattern/Aerobatics NSW State Championships</b>	<b>Illawarra</b>	<b>Richard Knox</b>	<b>02 4446 1021</b>
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
7	F5J electric Glider Round 2 of Picton Cup	Appin	Peter Pine	0407 732 440
8	Electric Old Timer	Appin	Peter Henderson	0400 679 922
13	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
15	Seaplanes over Penrith	Penrith	Tim Nolan	0412 173 440

**January 2014**

25-26	Sailplane Expo – Open Thermal, F5J, DLG	Armidale	Hutton Oddy	0425 285 758
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**February 2014**

14	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
15-16	Banjo Patterson Rally	Orange	Chris Hansen	02 6361 8587

**March 2014**

2	F5J Electric Glider - Lake George Soaring Field	ACT	Paul Osmond	0429 668 883
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**April 2014**

18-20	AEFA National Electric Flight Rally	Barossa Valley SA	Peter Pine	0407 732 440
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## NEWSLETTER

No. 03/2013

Model Aeronautical Association of Australia



### *Message from the MAAA President Neil Tank*

#### **MAAA LEGAL RESPONSIBILITIES - CASA DEED OF AGREEMENT**

The MAAA is appointed by the Civil Aviation Safety Authority (CASA) as the only Recreational Aviation Administrative Organisation (RAAO) for model aviation in Australia.

In accordance with this appointment, the MAAA must fulfill a number of legal responsibilities as part of a Deed of Agreement. The new Deed for the 2013/2014 year is about to be signed by the Executive.

#### **An authority for self-administration**

Being an RAAO provides the MAAA with an authority for self-administration. In short this means that a number of legislative duties and responsibilities assigned to CASA have been delegated to the MAAA.

Examples members would be familiar with are: heavy model inspections; the ability to approve public displays at MAAA affiliated fields; to set and monitor safety standards; to investigate model aircraft incidents; to implement corrective action and to participate in night flying – to name a few.

#### **What are the requirements for an Organisation to be appointed?**

- To be appointed as an RAAO the organisation must satisfy the following requirements: Have in place an appropriate organisational form, a sound management structure and an appropriate governance framework;
- Have ready call on a sufficient number of operationally and technically competent persons, with clearly articulated responsibilities and lines of accountability; and
- Maintain an appropriate suite of operational and technical materials, covering in sufficient scope and depth, all pertinent (i.e. safety related) aspects of the aviation activities in which the organisation's members engage.

In other words, the RAAO is expected to utilise the people, processes and structures to set and administer specified safety standards.

#### **Safety is the priority**

RAAOs are required to demonstrate a level of conduct which provides CASA with confidence that safety is the priority of the organisation.

The RAAO must demonstrate that it actively supports the concept of *"protecting the privilege to fly, rather than the right to fly"*.

#### **How is the appointment of an RAAO administered?**

The appointment as an RAAO is administered through a Deed of Agreement between CASA and the RAAO, in this case the MAAA. Other organisations such as Hang Gliding and Parachuting have separate deeds.

*... if flying under  
the auspices of the  
MAAA, then all  
individuals doing  
so must be  
members.*

*Message from the MAAA President Neil Tank (continued)*

**Who is covered by the Deed of Agreement?**

All members of the Organisation are covered and bound by the conditions stipulated in the RAAO appointment and Deed of Agreement. This includes the MAAA, all Ordinary Members (State Associations) and Affiliate Members and Clubs.

**What compliance conditions are attached to the Deed of Agreement?**

The MAAA must oversee members' activities and assure CASA these activities are being conducted safely.

The MAAA must:

- seek to ensure that all members and member clubs of the Association operate their model aircraft in accordance with the applicable Civil Aviation Regulations, the MAAA Manual of Procedures and directives of the MAAA;
- monitor the operational standards and procedures of member clubs and rectify any deficiencies detected to ensure compliance with the MAAA Manual of Procedures and other applicable MAAA directives;
- on behalf of the Authority, investigate alleged breaches of the Civil Aviation Regulations and Civil Aviation Safety Regulation 101: Subparts A, B, C and G by operators of model aircraft;
- examine the results of incident and accident investigations to ensure that standards have been complied with; and
- provide quarterly statistical reporting in relation to the numbers of MAAA members, accidents and incidents.

As an RAAO, the MAAA must ensure all members comply with its rules.

**How does the MAAA comply with its legal requirements?**

The MAAA must assure CASA that they are providing appropriate oversight of their sport aviation activities and appropriately managing risks. CASA satisfies itself that this is in fact happening by conducting yearly audits.

**Primary responsibility for its members**

As an RAAO, the MAAA accepts primary responsibility for ensuring individual members of the RAAO act in accordance with their obligations. The responsibility for dealing with negligent, errant or refractory individuals remains with the MAAA.

Where persistent, repeated or blatant breaches of CASA's standards occur CASA can escalate disciplinary matters and prosecute these as breaches of the Civil Aviation Act.

**What does CASA Expect?**

CASA expects all appointed RAAOs to have in place good Corporate Governance practices.

The three main components of Corporate Governance are:

- Compliance – how the organisation effectively achieves its statutory and regulatory responsibilities
- Assurance – providing confidence that things are happening the way they should and
- Risk management



The MAAA President  
Neil Tank  
Telephone 0439 517539



**Message from the MAAA President Neil Tank (continued)**

**The MAAA's practices and procedures satisfy all of the requirements for good Corporate Governance.**

**What does this mean to members?**

In short it allows the MAAA, State Association and Clubs to administer their own affairs, to be in charge of their own destiny.

If not covered by the RAAO appointment and Deed of Agreement, all action in respect to approvals for particular functions, investigation of incidents and breaches of the Civil Aviation Act would be conducted by CASA and a fee would be charged; under the Deed, the RAAO is delegated the responsibility for doing this.

If your club wants to run a public display at your Club field, then the MAAA/State Association can approve the appropriate permits; no charge is levied on the Club.

If breaches of the CASA regulations occur, CASA allows the RAAO to conduct its own investigation and take corrective action without the necessity of entering into the legal process.

**What responsibilities do State Associations, Clubs and Affiliate Members have?**

State Associations, Clubs and Affiliate Members of the MAAA, as part of the corporate structure, also have a responsibility to ensure all terms and conditions of the Deed of Agreement are complied with.

**How does the MAAA ensure compliance?**

The MAAA ensures compliance through a number of ways:

- by the maintenance of MOPs;
- the investigations of all reported incidents involving model aircraft; and
- the oversight and approval of corrective action.

**How does the State Association, Club and Affiliate member ensure compliance?**

On receipt of the MAAA membership card, all members undertake to comply with all MAAA MOPs.

This is a condition of membership.

**What effect does this have on Club Membership?**

To be able to satisfy the conditions of appointment as an RAAO and the conditions of the Deed of Agreement, the MAAA must satisfy CASA it can exercise control over its membership.

The MAAA can only exercise this influence over model aircraft enthusiasts who have full membership of the organisation. Non-members cannot be compelled to comply.

*If flying under the auspices of the MAAA then all individuals doing so must be members.*

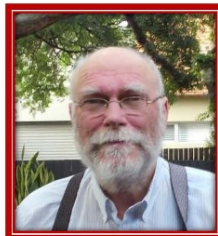
**Executive Members**



**Tahn Stowe – MAAA Vice President**



**Brian Dowie – MAAA Treasurer**  
P O Box 88 Endeavour Hills  
VIC 3802  
Telephone 03 9555 9445



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

*Message from the MAAA President Neil Tank (continued)*

**If flying under the auspices of the MAAA then all individuals doing so must be members**

In short any club or group that is a member of the MAAA (be it through a State Association or not) has to have all its members registered (being affiliate members of) through the MAAA. This is the only way in which the MAAA can be confident that it is complying with all requirements of the RAAO appointment and Deed of Agreement.

The above is not to infer that non-members flying model aircraft do not do so safely, however if flying under the auspices of the MAAA then all individuals doing so must be members, whether that be by obtaining full membership or in accordance with the MAAA Visitor's Policy: MOP 042.

For further information see:

[http://flvsafe.raa.asn.au/regulations/casa\\_sport\\_aviation\\_handbook.pdf](http://flvsafe.raa.asn.au/regulations/casa_sport_aviation_handbook.pdf)

**INDUCTION INTO THE MAAA HALL OF FAME**

The MAAA Council Conference was held on the 18th and 19th of May 2013. The following members were inducted into the Hall of Fame:

Robert Fitzgerald & Mark Ellins:	2nd F2C Team Race
Murray Wilson & Mark Poschkens:	3rd F2C Team Race
Ranjit Phelan & Trevor Henderson:	2nd F3D Pylon held in Austria 1993
Paul Turner:	Services to Aeromodelling and outstanding contributions to the sport over many years

*Congratulations to all!*



**Kevin Dodd – MAAA Secretary**  
16 Illidge Road Victoria Point  
QLD 4165  
Telephone 07 3207 9067

*from the MAAA Secretary Kevin Dodd ...*

**2012-13 Membership**

At the close of the 2012/13 membership year, **10,815** members were registered with MAAA. This represents 99.40% of the total renewals, based on 2011/12 figures. In member terms, this is 62 members fewer than this time last year. Of this number, 1,204 were new members or members who were returning to model flying after some years' absence. I welcome these new members and congratulate our clubs who work hard to promote model flying in their communities and in doing so, attract and support those who are new to the sport. 9,590 members renewed their membership with MAAA and this represents the highest percentage of renewing members for quite some years.

I know that the State Associations, who together make up the MAAA, appreciate your support and look forward to serving you in future years.

*Items from the MAAA 2013 Council Conference*

**Promotion**

An amount of \$10,000 was included in the Budget for promotion/advertising to be administered by the MAAA Executive. State Associations and clubs are invited to apply for a grant to assist with promotion of their activities in the 2013/14 period. Applications should be accompanied by supporting details and be sent to the MAAA Secretary for consideration by the MAAA Executive.



**Items from the MAAA 2013 Council Conference (continued)**

**Insurance Excess**

It was agreed that the Insurance excess payable on the first claim by an Affiliate Member in any two year period be \$250.00, increasing to \$500.00 for any subsequent claims.

**Short Term Loans and MAAA Assistance to Obtain Property**

At the Conference it was agreed that the MAAA Executive would approve short term loans up to \$20,000. It was also decided that State Associations no longer had to underwrite loans. Applications for loans should still be made through the State Association to the MAAA.

**Recent properties that the MAAA has purchased or provided loans to purchase**

Property	Lessee	Lease Repayments/ Original Loan Value
Sale – Vic.	Sale & District Club	\$50p/a
Southern Soaring League	Loan	\$78,500.00
Victoria State Field – Daraweit Guim Vic.	Buy back with MAAA Loan	\$257,931.89
NSW Field – Cootamundra NSW	Nil	MAAA loan settled
Twin Cities – Albury NSW	Loan	\$52,500.00
Queensland State Field – Toowoomba Qld.	MAAQ/TARMAC	\$50.80 + CPI p/a
AWA State Field – Elgin WA	AWA/SWARMMS	\$76.20 + CPI p/a

**MAAA Executive Approved Short Term Loans**

Property	Assistance	Value
Hastings Radio Modellers	Loan	\$2,700.00

**Incident Reports**

**Injuries Caused by Electric Powered Models**

In the last MAAA Newsletter an item on a ‘Safety Tag System’ was published (courtesy of MASA), which can be easily adapted to any electric powered model and provides a visual indication that the electric system is not armed and is safe to be handled. Since then, there has been another very serious incident caused by an electric powered model. After a ‘heavy landing’ the pilot of a large model (equivalent 50cc size motor) picked up the model **without disarming** to carry it back to the pits. Unfortunately his transmitter, which was supported by a neck strap, brushed his body and the throttle was moved to full power. The resulting injuries to the member’s fingers, hands and body were extremely serious, requiring hospitalisation. Accidents such as this are happening more often. Simply disarming your electric model after landing may save you a lot of pain and suffering.

It was additionally reported that the member involved in this incident was operating alone from a remote flying field. Fortunately he had and could still use his mobile phone to call for medical assistance.

Both these situations should serve as a reminder that there are dangers in our sport and constant vigilance and some simple sensible routines are required to remain safe.

Connect with the MAAA on Facebook



## National and International Events

### Team Trials for 2014 F2 Events

**67<sup>th</sup> National Championships** to be hosted by VMAA  
*Dec 2013/Jan 2014*

**South Australia State Championships**  
F2A, F2B, F2C *Adelaide Cup weekend 2013*  
*Monarto/Callington TBC*

**Western Australia State Championships**  
F2D: *Sept/Oct. Exact dates to be advised.*  
*Whiteman Park.*

**Queensland State Championship**  
F2B and F2D at this stage.  
*Venues and dates are still to be decided.*

**New South Wales State Championships**  
F2B and F2D  
*F2A and F2C. October long weekend. Twin Cities.*

### 2014 F5D (Electric Pylon) World Championships to be held in Austria

A team selection trial will be held at Maryborough MAC, Queensland on the 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup> October 2013.

Format is a single event over the 3 day long weekend, minimum 9 rounds. Other racing classes will be flown on the weekend as well, to give time between rounds of the F5D competition. Entry is open to all registered MAAA members as well as open to affiliated international competitors.

Entry fee of \$20 for the event (other classes on the weekend also \$20 per class). Entries close 8am on 5<sup>th</sup> October 2013, racing starts 9am that day.

Team placing will be offered to the highest placed 3 Australian pilots. In the event of any of these pilots unable or unwilling to attend the World Champs, then next in placing will be offered the positions. Only pilots who actually finish scoring flights in the contest will be offered team places (e.g. if a pilot enters but does not finish or start any races they will not be eligible for a team place).

### 2014

EVENT	Awarded to
<b>F1D</b>	<b>Slanic Romania – Dates - 6 - 10 October</b>
<b>F2 A,B &amp; C</b>	<b>Poland – Dates: TBA</b>
<b>F3F</b>	<b>Slovakia - 13 - 20 September</b>
<b>F3J</b>	<b>Slovakia – Dates: TBA</b>
<b>F4C</b>	<b>France– Dates: TBA</b>
<b>F5B &amp; D</b>	<b>Austria – Dates: TBA</b>
<b>F3A AOCC</b>	<b>Thailand – Dates: May 2014</b>

### 2014 F1D Indoor World Championships

The VFFS Inc. will run an F1D team trial to select a team to represent Australia at the 2014 F1D World Champs to be held in Slanic Romania - 6 to 10 October 2014.

It is proposal to run a single Team Trial for F1D in conjunction with the proposed F1D State Champs at Manningham D.I.S.C. Springvale Rd Donvale, Victoria on Nov 24 2013 from 12.30pm to 4.00pm.

### 2014 F3A Asian Oceanic Continental Championships to be held in Thailand in May 2014.

The team selection trial will be run in accordance with the current FAI F3A rules, at the TMAC club Albury on the weekend of the 5<sup>th</sup> and 6<sup>th</sup> October.

A place will be offered for three team members from 1<sup>st</sup> down to 10<sup>th</sup> place in the F3A class providing that these pilots accept the position of being a team member, plus one junior can be nominated.

There is no additional fee required, only the entry fee for the Championship competition.

Only MAAA members are eligible to represent Australia.

The contest will be run by the Australian Pattern Association.

**Note:** A Junior must have taken part in team selection trials to be eligible for selection in a team. MOP024 International Team Procedures.



## Electric jets – an interesting contradiction

**Aeromodellers have long ago implemented a concept that is – at least to date – not possible in people-carrying aviation: faithful reproductions of jet aeroplanes with electric ducted fan, EDF**

### The ducted fan principle – as old as jet aeroplanes

The desire to build model aircraft that externally resemble people-carrying jets as closely as possible is probably as old as the invention of the first aeroplanes with jet engines nearly 75 years ago. Thus, the idea of placing the propeller in a tubular housing and integrating the assembly in the fuselage of the model aeroplane was fairly obvious. The concept of the "intubed propeller" was developed in the 1930s by Italian aircraft engineer Luigi Stipa (1900 to 1992) and trialled in practice from 1932 with various bizarre-looking Caproni-Stipa experimental planes. To this day, the principle is considered an important step in the development of the jet drive.



**Bizarre-looking Caproni-Stipa experimental plane**

**The ducted fan principle →**



### It started with combustion engines

The first jet models were equipped with either JETEX or Pulso engines, both of which had multiple drawbacks. Long before electric propulsion became established in model aviation, the impeller principle had achieved remarkable technical sophistication and had become very popular. Interest in scale reproductions of military and civil jet aeroplanes was significant. In the United States, U.S. Navy jet carrier pilot Bob Violett began building ducted fan jets with combustion engines as early as the late 1970s. As these engines were initially less efficient than conventional propeller engines,



his models were built to be extremely lightweight. In 1980, the company Byron USA launched a beautiful F-16 which, in a short time, also made ducted fan flight popular in Europe.

### Electric motors become the obvious choice

With the emergence of electronically commutated (brushless) motors (the first ones that could be used in aeromodelling were made in 1994 by Aveox, USA) the use of combustion engines for impellers became increasingly rare. They had too many disadvantages compared to electric motors, such as problems with starting and also cooling.

### Aeromodellers began to build their own electric ducted fans



Public Letter 3/2013 · [www.fai.org/aeromodelling/ciamflyer](http://www.fai.org/aeromodelling/ciamflyer)  
Editor: Emil Ch. Glezendanner · [editor@modellflugsport.ch](mailto:editor@modellflugsport.ch)

**CIAMFlyer**

Modern electric motors have low vibration, start at the push of a button and can easily cope with the rotational speeds required for ducted fan. Even more than ten years ago, aeromodellers who had experience with electric propulsion systems began to build their own electric ducted fans.



In addition to carbon fibre reinforced plastics, wood and metal were also used for both turbines and stators. It took only a few years for a large international community of electric jet aeromodellers to emerge. The term "EDF" for electric ducted fan was adopted by the numerous manufacturers of propulsion systems and jet models.



### High tech ducted fans conquer model jet aviation

Improved ducted fans are continuously being developed by various manufacturers around



the world. Improvements include not just power increases but also reductions in noise – modern jets running at speeds of 20,000 to 40,000 rpm only generate a pleasant humming noise.

With a ducted fan weight of less than 1.5 kg, static thrust can be as high as 100 to 150 N. This means that electric turbines can match gas turbines in terms of power and weight. Although there is still a large difference in the power densities of batteries and kerosene, EDF propulsion systems are becoming

increasingly popular due to their easy handling. There is hardly a jet plane that hasn't been reproduced. The spectrum ranges from small mini jets weighing only several hundred grams to large multi-engine machines weighing 10 to 20 kg. The world of electric jets has no limits – do you want to be part of it?

**Photographs**  
D. Schuebeler  
H. Mettler

### Electric ducted fan with controller in a jet model airplane



## 66th MAAA Nationals 2013 Radio Control Program

The 66<sup>th</sup> 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.

<b>Glider/ Electric Glider</b>	<b>Events</b>
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
<b>Electric Old Timer</b>	<b>Events</b>
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
<b>Pattern</b>	<b>Events</b>
CKS, Pittown 26-28 April 2013  Contact: Richard Knox	F3A Aerobatics Masters F3A Expert Advanced Sportsman

<b>Helicopter</b>	<b>Events</b>
Lake George , Canberra, ACT 4-5 May 2013  Contact: George Atkinson 0414972118	F3C Advanced Novice F3N
<b>Scale</b>	<b>Events</b>
MASNSW State Field, Cootamundra 25-29 September 2013  Contact: John Rolf 0402102512	F4C Large Scale Stand Off Scale Open Scale
<b>Large Scale Racing</b>	<b>Events</b>
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
<b>IMAC (ASAA)</b>	<b>Events</b>
Location: <b>TBA</b> Date: <b>TBA</b>  Contact: Bill Bland	Basic Sportsman Intermediate Advanced Unlimited Freestyle

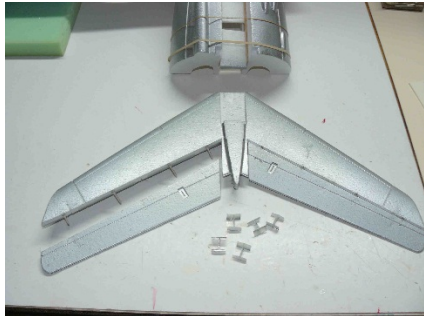
## Club News

Joseph Frost BCRCF

### MIG-15 by Topgun Hobby

I'm always on the lookout for a good bargain especially in these tough economic times and recently got my hands on this "MIG-15" as a special, in a liquidation sale. It is the largest in the 90mm EDF series with a huge cubic capacity fuselage and its distinctive rudder/tail plane assembly makes it a very impressive model.

As standard, this ARF foamy kit comes with fixed landing gear, 7-blade 90mm fan unit and even a set of navigation lights. All moving controls are preinstalled with a rather unusual hinge design



which I have found to be very stiff and so decided to replace them with Dubro style pin hinges for smoother movement. To keep it simple I opted not to install rudder and split flap functions, finding aileron and elevator controls more than adequate to fly this type of model safely.

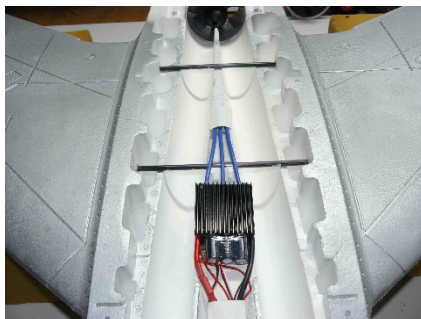
From my experience I considered the recommended set up of 5-6 cell LiPos would be very marginal for this size of model and, having such a huge space under the canopy and along the fuselage I decided to really hot it up with a 12S/4.5Kwatt power plant. After making a close inspection of all parts I found there was no wing joining spar; only an 8mm alloy tube moulded inside along the leading edge of the each wing, ending at the root. I decided to strengthen this crucial area with four additional carbon fibre spars well embedded in the foam, two of them running through the fuselage to eliminate possibility of wing folding under heavier load - this was done prior to joining both wings. Each

tail plane section required the same with one 6mm C/F spar joining the two for peace of mind.

A considerable amount of time was spent on improvement of the intake and exhaust ducts by sanding and smoothing out all imperfections in the foam then filling and sealing off. Numerous coats of primer and a final gloss coat of enamel paint was applied for a perfect finish. The reason for this is not only to improve performance of the fan but also the aesthetics.

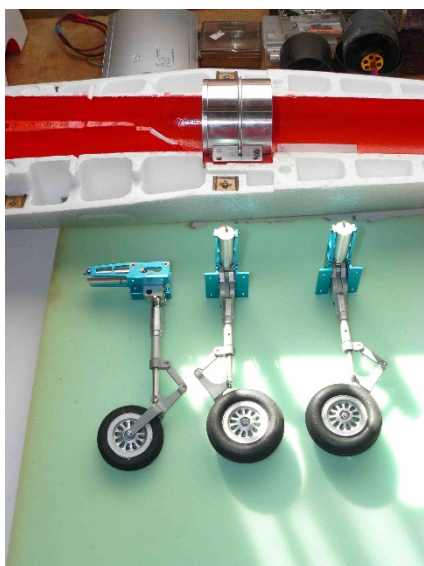
In almost tripling the battery weight with higher capacity and C-rate I had to do some serious modifications to the nose section by lining it with ply formers for the nose gear to take the extra weight. While deciding to upgrade the stock fixed landing gear base to Spring/Air action retracts, there was some imagination required to redesign the main gear oleos to fit my new set and also the steering mechanism to a pull-pull system operated by a mini MG servo.

Two 5.5kg MG servos fitted in the EL. plain cavities are connected as ch. 3/8 mix, and 4.5kg torque servos are hooked up as ch. 2/5 to control ailerons for precise movement. Rather longer servo leads were nicely sealed in pre-moulded channels using silver coloured fibre tape to finish it off.

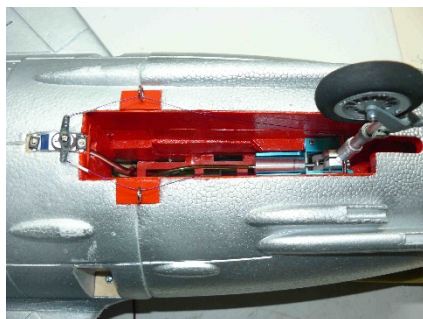


With the high voltage 12S power system I have decided to use a slightly lower 'kv' motor to run an alloy shroud 90mm EDF unit for safety. A 6-

blade “Wemotec” impeller is used for reliable operation and a 120A ESC will supply the current of close to 100A at full RPM of this power unit. The speed controller also features a spark arrester making the power hook up more user friendly. To minimize the length of 10 gauge power leads to the ESC along the fuselage (which is normally fitted at the rear of the fan in a prefabricated cavity in this model), I have totally redesigned things by fitting my ESC well in front in a specially cut out cheater hole with good airflow over it for cooling. This modification also made access to the ESC much easier if needed. I would rather have shorter battery leads and longer ESC to motor leads than the other way around in all electric powered models. I have counted close to 50 individual solder joints required to minimize the slack of the power and servo leads and have used heavy duty 6mm gold plated bullet connectors in my power hook up. Two 6cell 4000mA/40-50C lipos connected in series will provide power for an average 3minute flight time with some throttle management. An additional 5cell/2000 mA, NMhi pack is used to operate the 8ch. 2.4ghz. receiver.

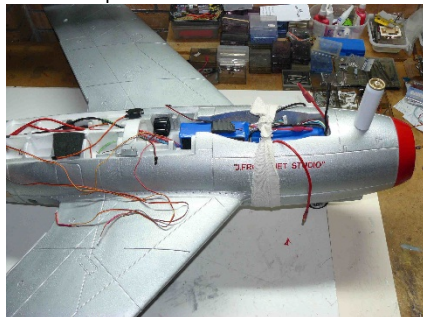


To operate the spring/air retractable landing



gear, a small air activator valve assembly was made up with a metal gear servo controlling it, fitted at the rear part of the fuselage with air tank supply. I don't like to rely on hatches and canopies held only by magnets fitted in this kit so I opted to use the self-tapping screw option instead.

There are six, 4mm bolts joining the fuselage and the main wing together with the blind nuts well anchored in the upper fuse to enable disassembly for transport. This would however

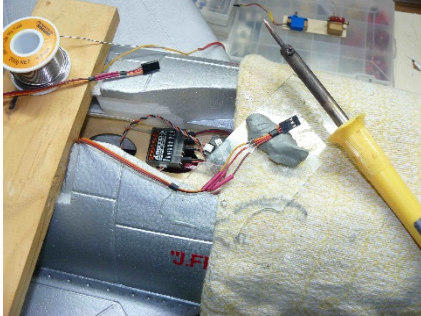


be a pain in the neck in my opinion so I have decided to keep the model in one piece with some additional ply formers epoxied to achieve extra strength. It will take only minor knife surgery to pull it apart if I need to in the future. For easy handling during my build I have left the installation of the rudder / fin to last. Some static test runs were performed to check my thrust, current draw and watts output.

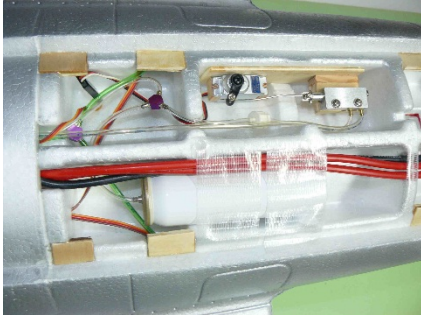
The exhaust outlet on this model is slightly larger than I have in similar 90mm EDF set ups so I have made up a couple of reduction thrust tube cones using sheet mylar to experiment with during my



static testing. After comparing the test figures I decided to slightly reduce the exit nozzle for optimum performance to compromise between static and dynamic thrust. The flying weight of this model is slightly higher than expected after all my upgrades at just over



5kg but with the static thrust close to 4.5kg and wing loading of some 75g/dm<sup>2</sup> it will be very enjoyable flying model. Incidentally, while working out the CofG position (as suggested in the instruction manual), the model seemed to



be so tail heavy that it didn't make sense. A friend of mine recently completed a slightly larger but identical model powered by a jet turbine and after some comparison it worked out the CofG for this model was out by some 60mm which could easily end up in disaster during the first flight. After some further inquiries I found the CofG position was misprinted in the instruction manual.

The same old story, every time I complete a new model for test flight the weather turns bad. This time cold windy and wet being middle of the winter so all I could do was a thorough range

check and patiently wait for the excitement of the maiden flight.

It didn't take long; a couple of days later the weather cleared to a perfect sunny afternoon, dead calm with a slightly wet grass strip and lot of "roos" in the middle of it. A couple of taxi runs to confirm the tracking chased them all away and off she went, full power gracefully lifting off to my first circuit. Taking just a little more effort to turn with no rudder function and rather limited travel in my elevator control but I'm pretty used to of it. Definitely faster than expected with this huge power plant, despite being such a large 6.5 size draggy airframe. No aerobatics during my maiden flight, only few circuits and figure eights to check my controls and balance. The first attempt to land was aborted due to dead calm so for second approach was a lot longer and shallower but I still found the landing very long with limited elevator travel to wash out the speed earlier on the final without flaps.



I was absolutely delighted with the flight, but decided to reduce the travel of very responsive ailerons and change the geometry of my elevator hook up to get more travel for easier turns and flaring. The main gear oleos being designed for a much lighter model will need some attention from time to time unless I grease every landing to perfection. After a 3 minute flight time I had used only half of the battery capacity although I didn't push it to its full capability. Stay tuned for more future flying reports of this unique model. Joseph Frost.

## Gunnedah Scale Rally – June 2013

via Ken Hartley

It was 3 years ago that I last went to Gunnedah and despite it being 430kms away and falling on the same day as our WRCS Combat and Race day I decided it was time to go again. I remembered lots of blue sky, the big open flying field and, of course, the big tomato! The



weather forecast was good though going to be cold at night and remembering what it was like at Muswellbrook recently I decided to rent a campervan. That should keep me warmer at night and would make transporting 4 planes easier.



I set off at midday on the Thursday and having struggled through rain and wind got there at about six in the evening. Laurie, Simon, Rod and Liz were already there and after a quick meal and a few glasses of red we gathered around "The Demon" to discuss the next few days. I had never seen a "Demon" before and was mightily impressed by it! It's basically a pulse jet on end and will burn almost anything getting red hot in the process. We retired at a respectable



time hoping for better weather on the Friday – we didn't get it; it was cold and damp the next day with more wind that you would want for scale flying. Nevertheless we did a load of practice flights to get us ready for the Saturday. I flew my four, Simon flew his big Super Cub with 100cc twin motor, shown here doing a touch and go. Laurie Riley flew his usual variety of core-flute specials (claiming them as being anything from a Cessna to a Spitfire) and a very



nice foam Wilga while Rod test flew his Midget Mustang and a couple of foamies.



Another night around the Demon led to Saturday morning and much better weather. There was still some wind but also sunshine. More and more vans, cars and utes turned up



and disgorged a total of over 80 models that would be judged in 8 classes. Flying was when you wanted and I was particularly keen to see this beautiful Fokker DVII fly – it flew as well as it



looked, built and flown by Jamie Zambellie. Phil Crandon had this lovely Tiger Moth that also flew as well as it looked.

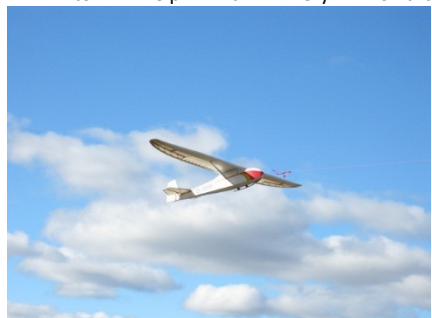
I had pulled out the Flivver from storage and it flew as well as could be expected only managing



to break one U/C support leg off. It was around midday when the call went out for aero-towing that was to prove fateful. The first up was a sleek ASW 20 or something similar. The Pilatus



tug (electric powered) had no problem getting it up but then a series of swooping, rolling, twisting turns by the glider led to a rapid descent ..... and oblivion. The Pilatus was slightly damaged so while repairs took place a Piper Cub was brought in to help a very smart



ARF Minimoa into the air. It (the M) snagged in the grass causing it (the PC) to cartwheel and while it (the M) was fine the same could not be said about the PC! Soooo..... over to Simons large Super Cub and a successful launch of the

massive 4.8m span Grunau Baby that Craig had brought.

As the Super Cub came in to land the tow line caught in a barbed wire fence which caused the plane to stop dead about 4 feet off the ground! This is not good for a large heavy aircraft which will now need a fair amount of work to the U/C. By now the Pilatus was ready to try again and this time took another ASW thingy up very nicely until release ..... when it wouldn't! We watched in horror as the convolutions reached a point where the tug was trying to go straight up while the glider dangled under it. This was not a tenable position but luckily they separated and both landed safely though the Pilatus had one elevator hanging off. It's exciting stuff this aero-towing!



Meanwhile Anthony Ogle had done some great exhibition flying of his 2 Gee Bee Racers. The large one sports a 150cc motor, the small one a



tiny battery. Both impressive in their respective ways. And here's some impressive scale detail on this Fairey 3D.



I managed my own impressive flight by launching my venerable Tomboy with its original Mills 75 forgetting to turn on the receiver! The motor ran beautifully, the plane was perfectly trimmed for a steady climbing circle and at full height the motor cut and it glided ..... dead straight. It was a long walk through the wet grass to retrieve it!



Saturday evening saw dinner for 30 in the Gunnedah "bowlo" before late night drinkies for the campers around the traditional campfire. Simon brought out another "scale" flying machine ..... A bug all of 6 inches across.





Sunday morning and the weather was even better. Lots of flying and great aircraft, here's a selection.



One highlight of the day was "The Mass Moth-in" (Tigers at 12.00). Six Tiger Moths and one



Gypsy moth flew in a slow formation parade around the field. Too many to catch in the air so here they are lined up.



Judging was by the pilots and there was a lot to look at. Here are most but not all of them and the results gave ;

Over 70" Military Jamie Zambelli Fokker DVII  
Over 70" Civilian Barry Weston Tiger Moth (Gunnedah)

Under 70" Military - Mike Minty and the Heinkel He 46

Under 70" Civilian - Mike Minty and the Ford Flivver

ARF Military P Goff Hawker sea fury

ARF Civilian J Price Gee Bee seven cylinder engine

Electric Civilian A Ogle R2 Gee Bee

Electric Military McKeown Spitfire

FSAA Model of the meet J Price Gee Bee

And overall Top Gun was Anthony Ogle and his Gee Bee (the big one that is!)



Gunnedah would like to thank all the pilots who attended and made it a great weekend, Mike Minty for the report and a great job he has done. FSAA for their support and sponsorship for this event. Till next time GDAA.

# Australian 2013 World F3C Team Managers Report

Bill Swan

Welcome to all. Below is a report on the Australian team effort at the 2013 world F3C championships, which were held in Wloclawek, Poland between the 19th and 28th of July 2013.

It all began shortly after the 2012 NSW state title, which was the team selection event for the 2013 Worlds. After the top 3 pilots had accepted the opportunity and selected to represent Australia, they then selected a Team manager and that is where we will begin.

The team was made up of 3 pilots, being Marc Swan, Brendan Tucker and Mick Warren. Along with the 3 Pilots went 6 other team members, these being, Bill Swan (the team manager), Marie Swan (Supporter), Neil Russel (Helper), Rex Barbey (Helper), Paul Sanders (Helper), and Jan Sanders, (Supporter).



After I was appointed Team manager, I started trying to get all preparations under way for all the items the team would require to take. After a few team meetings via the Internet, Marc took control of organizing all the flights and insurances for the team. After a lot of looking around, the team chose to fly with Emirates, as they had the most direct route, and where one of the cheapest and quickest flights.

After the airline was all booked and insurances all sorted out, our focus moved onto the team uniform. A few more meetings were held over the internet, where a team logo and team uniform was worked out. After exploring a few suppliers, "Embroid Me" Norwest was chosen, as

they were the most professional to deal with. The uniform was then ordered and once finished was sent out to each of the team members before we left, to ensure fitment was right for the trip.



Next task for the team was to organize batteries for the event. As it is almost impossible to carry enough batteries onboard for all pilots, it was decided that the pilots would source new batteries, and have them shipped direct to the event. It's at this point, the pilots would like to thank, Modelflight and Mike O'Reilly as well as Thunder Power. The 3 Australian pilots got tremendous support from Modelflight, who organized through the Thunder Power factory to have brand new packs sent direct from Thunder Power to the organizers in Poland. The pilots having their packs ordered were now ready for the trip.



Unfortunately, in the weeks leading up to us leaving, the weather for all pilots was not good, and not much final practice was achieved. In the previous two weeks before we flew out, all our pilots started the process of packing their machines into the shipping containers and started preparing for the trip.

On Sunday the 14th July, the whole team assembled at the Swan residence around lunch time, ready for our trip in to Sydney International Airport. It's at this point, the entire team would like to thank our friends who took us in and on return picked us up from the airport. A big thanks goes to, Jessica Barnes, Chris Turner, Mark Chapman and Dean Barnes. Without these great friends, the team and all its gear would have had a difficult time getting to and from the airport.

Once the team had arrived at the airport, we headed directly down to the Australian customs office to fill out all the paperwork required to export our models and then return back home with them.

It's at this point we were met by George Atkinson, who had come to the airport to see us all off. Thanks George!!

After finishing with the Australian Customs, the team moved on to check-in and started the process of check-in. Besides one adjustment needed but Paul for his overweight bag, the whole process was quick and easy, our models were directly loaded onto a trolley and taken away to be loaded ready to be put on our flight.

The team then said goodbye to the helpers, and started the process through immigration and made their way to the gate, to sit and relax before boarding the flight. One of our team did take the relaxing a little further, as he had paid for Business class, so Marc, took advantage of the business class lounge at this stage, and from what he informs us, was quite worth the extra money in his eyes.

We then all re gathered before boarding, and entered the aircraft to start our long haul to Poland. Our first leg, was Sydney to Dubai, where we had a 2 hour stop over before our next flight from Dubai to Warsaw. We took off at 9.15pm Sydney time, and landed in Dubai 15 odd hours later. Once in Dubai international airport, we quickly realized how big this airport was. A 2 hour stopover only gives you about 20 minutes spare, by the time you catch a train and walk to the next gate. Once again the team boarded its next flight, from Dubai to Warsaw, about a 5 hour flight.

Once the team arrives in Warsaw, it's straight off the plane and down to luggage claim to wait and see if all our luggage has arrived. First cases out were Marc's two model cases, and upon a quick inspection by Marc, all had arrived intact with no real damage. After a 20 minute wait by the other 2 pilots, the remaining cases come out and they too checked their gear. Besides a few little marks, all machines and bags have arrived in one piece to a relief of everyone!

Next it was off to the Avis pickup point to collect our 3 vans and 1 wagon to transport our team around whilst in Poland. After the drivers had gone to collect the car, they came back to the arrivals and collected all the gear and passengers. We then decided that we would head to McDonalds nearby to group up and plan our trip from Warsaw to Wloclawek.

After a quick stop at McDonalds and all the drivers programming their respective navigation devices we set off for Wloclawek. Unfortunately, we got split into 2 groups, thanks to some red lights and the GPS units taking us different routes, even putting us onto a brand new freeway that wasn't open yet, which we soon had to quickly exit. After around 3 hours we all met up again at our hotel in Wloclawek.

Our home for the event was Hotel Mlyn, which is close to the main town in Wloclawek, and only about 15 minutes away from the flying site. After check in was done, we all unloaded our vans and brought all the equipment up to the rooms.

All of the team at this stage started to put their models back together, ready for flying the next day if we could. After all models were back together, we had a nice dinner in the restaurant in the hotel, and we all retired for the night.

The next morning, now being Tuesday, the team decided to go for a drive out to the flying site, to have a look and to see if we could find the organizers so we could collect our batteries. After finding no one who could speak English at the Aero Club, Marc got on the phone to the sports director Merek, to see what was happening. Unfortunately at this stage our

batteries still hadn't been delivered, and we also found out that we had been charged an import duty on our batteries too.

At this stage the team went to gather a few supplies at what I would like to call Polish Bunning's. After gathering supplies, we headed back to the hotel to await a call about our batteries.

Just after lunch the call we were all waiting on came through, and we sent 2 of the helpers back to the aero club to collect our batteries. Marc found out that the team would have to pay the 760 euro duty on Friday when the team did official registration.

After the batteries were collected, the team spent most of the afternoon soldering ends onto the batteries in the hotel. Once that was done, we quickly charged 2 packs for each pilot, and headed off to a practice field so each of the pilots could fly their A & B machines to ensure everything was back together and working correctly. All machines were perfect and pilots were happy and we had a great afternoon and evening.

The next day, Wednesday, the team headed to another practice field to see if we could find a better practice area that we could use throughout the whole event. Being that we were basically the only team here at this stage, we soon found what was the best practice field and started to prepare the area. As the practice field was just a paddock with long grass, we



needed to prepare the ground and heli area. A number of team members, got down on hands and knees and used a pair of scissors to cut the grass for the heli and pilot circle. The area was

then marked out with all F3C markings and the practice began.

The pilots were using the Van's as generators to charge their batteries, so all day the little diesel vans ran, humming away in the background with their alternators being used as the power source to charge all these 12s lipo packs.



The first practice day went without problems, and the pilots each got in many practice flights in what were some very varying conditions. One other issue at the practice field was the insects, and believe me, they have some insects that leave our Australian ones for dead. After some Aeroguard was found and used, all was good on the first day.



The following day, Thursday was going pretty much exactly the same. It was however the first day the two ladies of the team, Marie and Jan, made lunch for the team and brought it out to the guys at the field. This was a great help, and was the first day of our fully catered service. Thursday afternoon we had another competitor from Thailand, turn up and ask if he could set up with us. This was no problems at all, and we were only too happy to help him where we could. He was the only team member from his country and was completely alone. Thursday was again another good practice day, with lots of flights done and all pilots were happy.



Friday morning both Marc and myself started early and headed to the organizer's building, and got the team registered and Marc also paid the import duty on the batteries. After giving the organisers everything they wanted, they gave us our official model inspection time and official practice time for the Saturday morning. Once this was completed both Marc and I headed back to our practice field.

Whilst practicing we had the South African team turn up, which was made up of 1 pilot and his father, and we told them to join us on our practice field as well. We nicknamed our whole group "Team Southern Hemisphere" Once again many flights went through on Friday with both us and our other pilots practicing with us.

Saturday Morning the whole team was up early, and out to the model process at 7.30am. Our timeslot was the first team up at 8am so we were early, but about 7:45am they decided to start the model processing early. Our 6 models went through with no issues at all. The only drama we had during this time was they wanted proof of our insurance, but we sorted this out and finished our model processing around 8.10am. We then went across onto the official flight line A for our official practice slot from 9am till 9.30am. After having no officials around we waited until 8.55 when an official finally turned up.

They wanted us to start flying, but unfortunately, there was a full size glider that had been launching and landing on our flight line about 50 meters from our heli pad, and due to safety, we wouldn't start flying until this was gone. About 9.30am they finally had the full size glider and its team of people moved off our flight line and we could start the official practice. Our 3 pilots each got a full practice flight in our assigned 30minute window, and were happy with their flights.

From there, we then went back to our practice field to again continue practicing for the rest of the day.

Saturday afternoon was the opening ceremony. All the Australian team got changed into our shirts and jeans and got ready for this. It was fairly hot, and the ceremony went for about 2 hours, so after we were all rather exhausted.

After the ceremony, there was an air show by, both an RC 3D heli, a large scale Yak, and then the real aircraft. First was an Extra doing an aerobatic display, followed by the Polish Air Force doing an air show as well.

Saturday evening, myself and one of the team helpers, Neil came back to the aero club for the Team Managers meeting, where I was giving the flight orders for the comp, as well as a rundown on how the event was going to happen.

I then came back to the hotel, and met with the rest of the team down in the restaurant and gave out the flight orders, and gave them a rundown of the meeting. Mick Warren, had been called as the first pilot up on the A line, with Marc to follow 7 pilots later, followed by Brendan later in the afternoon.

Sunday Morning, and the first day of the competition is here. A very early start for the team, so both Mick and Marc can get a few practice flights in at the practice field before we head over to the official flight line A and the first flights in the comp. We arrive at the contest site, and while Mick is getting setup, they start to fix a mistake with the flight line, and end up having to remark the whole flight box.



Around 9.30am Mick gets called to the start box to start his flight. The whole team wishes Mick well, and he lifts off and heads out to the box to start. Being the team manager, I stand in a box marked out for Team Managers, slightly behind the judges and I am not allowed in front of this mark. Mick completes his flight, and thinks it wasn't bad for his first round. About 15 minutes

later, Micks score is put up and he is a little disappointed by the score, and wonders why it is so low.

Next up from Australia is Marc. Once again the whole team wished Marc well! Marc then gets called to start and away he goes to the flight box. Marc fishes the flight and is very happy to



have his first flight in his first world champs done. We then await Marc's score. About 20 minutes later it gets posted, and it is a good first round for Marc.

The team then moves back to practice field, where Brendan puts in a few practice flights. The team then comes back to the official flight line A and awaits Brendan's call up. Brendan gets called to the box, our team wishes him well and off to the flight box he goes. Brendan too puts down a good round. We await his score and once we find out, we then go back to the practice field. From the Australians, Marc is the best placed after day 1.

After an afternoon of practice again, we move back to the hotel and get a good night's rest ready for day 2 of the comp.

Monday, Day 2 of the official comp starts, and our first pilot today will be Brendan at around 11am followed by Mick and then Marc flies second last.

We once again go out to the practice field first for Brendan to get some practice. We then head to the official flight line B and await Brendan's call up. Brendan then gets called and has his flight. Another flight that's not too bad according to

Brendan. We then move back to the practice field for both Mick and Marc to practice.

Just after lunch we come back to the official field B and await the pilots call. Mick's soon up and has a flight, and has a good round. Both Mick and Brendan are happy with their scores and we now wait for Marc to be called. Marc gets called and goes out and has a good flight. The team awaits Marc's score. Once posted, it's closer today, but once again Marc is the best placed Australian in this round. After day 2 the pilots positions are, Marc followed by Brendan and Mick close behind.

Tuesday, Day 3 of the official comp. Today has Brendan up as the first of the Australian's with Mick then Marc to follow. Once again we head out to the practice field, and all 3 pilots get in some quick practice before heading to the Official flight line A again. We await Brendan's flight. Brendan has his flight, and is not overly happy with it, a few mistakes which get shown by his score. Mick is next up, and has a clean round, but was slightly hampered by an un constant wind during his flight. Both pilots look at their scores, and were scored extremely low for what were two flights that weren't that bad.

Last pilot up from Australia is Marc, who puts together a fairly good flight, although he did make a mistake in 1 manoeuvre, which shows in his score today. Today's result for the Australians was, Marc followed by Brendan followed by Mick. The team then went back to the practice fields to fine tune some manoeuvres in the schedule.

Wednesday, Day 4, and the last of the Prelim rounds. Pilots outside the top 15 at the end of today will not make the final 3 rounds. First up today is Mick, followed by Marc, and then Brendan is second last. We again went to the practice field first, and both Mick and Marc got a few practice flights in. The team then heads to the official B flight line and Mick gets ready for his flight. Mick gets called up and has a great flight, extremely happy and it shows in his score for this morning. Marc is second up for the Australian's and is called up and has his flight. Marc lands and is extremely happy with his flight. Marc awaits his score and achieves a 201 raw score, which is the

highest for any Australian for the comp and is a goal Marc had set himself for the worlds. We then go back to the practice field for Brendan to practice and get ready for his flight. After returning to flight line B and awaiting Brendan's flight he gets called. Brendan has a good flight, but has an issue during his hovering with the caller calling "commence" before Brendan was ready. After the flight the judges and jury gather and discuss the mistake. They decide to not penalize him for this and score him accordingly. So day 4 for the Australians was, Marc, followed by Mick, and then Brendan.



This is now the end for the Australian pilots, as none have made the top 15 to enter into the final fly off rounds. The final team positions was Marc Swan in 42nd with a score of 2212.5, Mick Warren following in 50th with a score of 2014.8 who just got Brendan who was 51st with a score of 2012.5.

The Australian team came in at 12th position in the teams, which was also great in itself.

Thursday was a break day for the competition, so the finals pilots could have a practice day. Today the 3 pilots let the rest of the helpers fly their machines, to say thank you for the help. All the helpers enjoyed flying the machines and thanked the pilots for the flights. Marc, Brendan and Mick then let loose on their helis and had a bit of freestyle fun. The team then returned to the hotel and started to disassemble the helis and get them back into their boxes.

Friday and Saturday the team spent at the official field, watching the finals of both F3C and F3N. The team learnt a lot watching this and speaking

to all the other competitors throughout the event. Not having a team at the last 3 world championships has really not been good, as the flying style has now changed so much with the electrics. All the pilots now have a better idea of what is expected of them on the world stage and hope to do better next time.

Saturday afternoon was the closing ceremony, followed by the banquet dinner on Saturday night. The closing ceremony was good, watching all the awards being handed out and supporting everyone was a great feeling. Saturday night's dinner was good, we got sat between the Japanese and the USA which made for some excellent conversations. I'm sure our whole team had a great time at the dinner.

Sunday the whole team checked out of the hotel and headed sightseeing together. Over the next 3 days the team saw many sights including, the Berlin wall, Auschwitz, and many other small towns along the way.

Thursday morning we checked out of our hotel in Warsaw and headed to the airport. Most of the team was dropped at the terminal, whilst the drivers went and returned the cars to Avis. Once we all were together again, we had 2 hours to wait before we could check in and move through immigration and customs. All the check in went well again, everyone got through fine, and made it through to the gate, where we were waiting for our flight to Dubai.

The flight to Dubai went past quickly and without issues and we arrived back to the Dubai terminal. We then had a short stop here for 4 hours, and then boarded our final plane for the trip from Dubai to Sydney.

We arrived back in Sydney at 10.30pm Friday night, and after waiting for all our boxes, we exited the terminal. Mick's wife had flown down from QLD to meet Mick, and both Mick, his wife and his sister departed from the airport. The rest of the team returned back to the Swan residence via our friends again, who we would all like to thank again for picking us up so late.

Once back at the Swan's everyone had a short stop, drink and something to eat, and then they started their trips home. Brendan, Neil and Rex made it back to Wagga Wagga during the early hours of Saturday morning, and Paul and Jan returned to Canberra at the same time.

In summing up, it was a great trip, with everyone having a great time. The pilots really learnt a lot during the trip, and will now apply this to their flying here, hopefully raising the standards here

in Australia. They will all be trying out for the next worlds which are looking to be in Austria in 2015.

Thank You,

Kind Regards

Bill Swan  
Team Manager



## Upcoming Events

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Manilla NSW**

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Humphreys Model Supplies <http://members.optusnet.com.au/~philippole/index.html>

Snowfly Gliders <http://www.facebook.com/snowflygliders>

[www.ubercraft.com](http://www.ubercraft.com)

\*A windburner from Kevin Bennett and a PSS short kit from Jordan the master moulder.



## A local event at a world class location

<http://www.rcgroups.com/forums/showthread.php?t=1766016>

# *TEMORA RC JETS*

## *27 - 29 September 2013*



Register on line. Follow the link  
Gates Open 8am - Friday 27 September  
Registration check at gate.  
Friday night dinner at Aero Club -  
Refreshments begin at 4.30pm

[www.jetflyersnsw.net](http://www.jetflyersnsw.net)

Contacts: Jason Starkey 0400 080 455

Mike Beverly: 0413 594 461



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

## *RC PRECISION AEROBATICS - 2013*

**The Australian Pattern Association Championships** is the next major event at Albury on the 5th and 6th October. As this is not one of our comps, details and entries through the APA [www.australianpatternassociation.com.au](http://www.australianpatternassociation.com.au)

Our second last event for the year is a one day event at Camden Valley on Sat 26th Oct 13. The Camden Valley Club always makes us most welcome and we all enjoy their hospitality and excellent facilities. Please go to our website [www.nswpattern.org.com](http://www.nswpattern.org.com) to enter and to get the details of the entry to the field which will include gate timings and telephone numbers.

**The NSW State Championships** will be the last event in NSW flying the current pattern, to be held at Illawarra on 23 and 24th Nov 13. There is a small doubt about the availability of the field at present, but we will let you know in plenty of time, as we have a contingency plan in place should we need to change locations.

During the State Championships, the NSW Pattern Flyers Inc. will be holding the Annual General Meeting as we have done in the past. Formal letters will be sent to all Members of our Association with Agenda etc in accordance with the NSW Fair Trading Rules.

The new P15 Pattern will be flown from our first Competition next year. The P15 Schedule together with Expert, Advanced and Sportsman Schedules and call cards are all on the APA Website, the link is on our website [www.nswpattern.org.au](http://www.nswpattern.org.au) .

For more information contact Richard Knox, on 02 4446 1021, or at [rpknnox@bigpond.com](mailto:rpknnox@bigpond.com)



## **NSW PYLON RACING** **CLUB inc**



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

**“ARTHURSLEIGH”  
MARULAN**

**Sunday 20 October 2013 – 9:00am Pilot briefing**

Practice and sports flying Saturday 19 October 2013

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

*New Racers Always Welcome*

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

or

Ali's Motel Tavern and Restaurant at Marulan Phone 4841 1330  
<http://www.alismotel.com.au>

For more information and field directions, contact Jeremy  
Randle 0418 390 446

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

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

**FUEL SUPPLIED ON RACE DAY**



# 2013 MAAA National Air Races

25<sup>th</sup>, 26<sup>th</sup> & 27<sup>th</sup> 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 1<sup>st</sup> 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](mailto:drafting@salken.com.au)

# 2013 MAAA National Air Races

## Program

### Day 1.

Friday 25<sup>th</sup> 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 26<sup>th</sup> October.

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

Racing starts 9:30am to sun down.

### Day 3.

Sunday 27<sup>th</sup> 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.**



Camden Valley Radio Control  
 Miniature Aviation Sports Club Inc.

## Your Invitation

# To a Fun Filled Relaxed Enjoyable Semi Scale Rally Weekend

Where  
 C.V.R.C.M.A.S.Club Field  
 2nd & 3rd November 2013  
 0900Hrs to 1600Hrs

**BRING YOUR STUFF**  
 4  
**SWAP & SELL**

We are off Menangle Rd  
 turn on Glenlee Rd follow the signs

Entry Fee \$12 per Pilot which includes one free drink of your choice

*Of water, soft, tea or coffee*

BBQ food & drinks available  
 All classes of aircraft excluding turbines & helicopters.

Contact:

Uncle Ted Ashley - 4647 8908

John Rolfe - 0402 102512

Under 7kg Civilian/Military



Sports Aircraft



Pilots Choice

Over 7 kg Civilian/Military



Club Type



# **CANBERRA MODEL AIRCRAFT CLUB**

# **SCALE RALLY**

# **2013**

**November 16 & 17**  
In association with

## **THE FLYING SCALE ASSOCIATION OF NSW**

### CATEGORIES

Large Civilian over 80"	Model of the meet
Large Military over 80"	CMAC Members Model
Civilian under 80"	F.S.A.A. Members Draw
Military under 80"	Modified ARF
Best Electric	Best Stock ARF

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

All categories judged by pilots Sunday 12pm to 1pm.

Email: [teekav@bigpond.net.au](mailto:teekav@bigpond.net.au) to register your interest.

FOR FULL DETAILS  
CONTACT TERRY GRIFFITHS  
0402 954 151

FOR MAP LOCATION GO TO OUR WEB SITE  
[www.cmac.org.au](http://www.cmac.org.au)

On site canteen all weekend

# THE ASAA-MAAA SCALE AEROBATIC IMAC



## NATIONALS *Nov 29th-Dec 1st* 2013



Bardney Field  
Myall Park Rd  
Yenda NSW

All 5 IMAC Classes and Freestyle competition.  
Competition Details and Entry is Via the ASAA Website  
[www.scaleaeros.com.au](http://www.scaleaeros.com.au)



# Coffs Coast EDF Jet Meet

15-16 March 2014



On behalf of our club I'm organizing a major Electric Ducted Fan jet meet to be held at our Emerald Beach flying field, part of beautiful Coffs Harbour, Mid North Coast N.S.W.

Our flying facility is leased from the Coffs Harbour Clay Target Club and the field is situated right on the Pacific Highway approx 22km north of Coffs Harbour. The field has a 35 x 200m good quality grass strip as well as a clubhouse with full amenities and numerous caravan camping sites with AC power. Advance booking is recommended for these sites with a small fee charged. Numerous power point charging junctions will be available but it is recommended you bring your own short extension lead with multi adaptors.

Friday, the field will be open for general flying and early registration. Saturday, all day flying will commence at 8:30 am with an evening smorgasbord dinner served at the clubhouse. Prior bookings will be essential for the evening meal as there is limited seating.

Sunday, all day flying with the presentation held after lunch between 1-2pm. A BBQ lunch with light refreshments will be available Sat and Sun.

There will not be any formal competition during this fun fly. Bring as many EDF foamy models as you wish, fly as much as you like with limited number of pilots flying at the same time, decided each morning at pilots' briefing. For the safety reasons, separate flying time will allocated for pilots wishing to fly hand or bungee launched models if required.

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



More info: Joseph Frost - 0403 116 491

Email: [frostjos@gmail.com](mailto:frostjos@gmail.com)

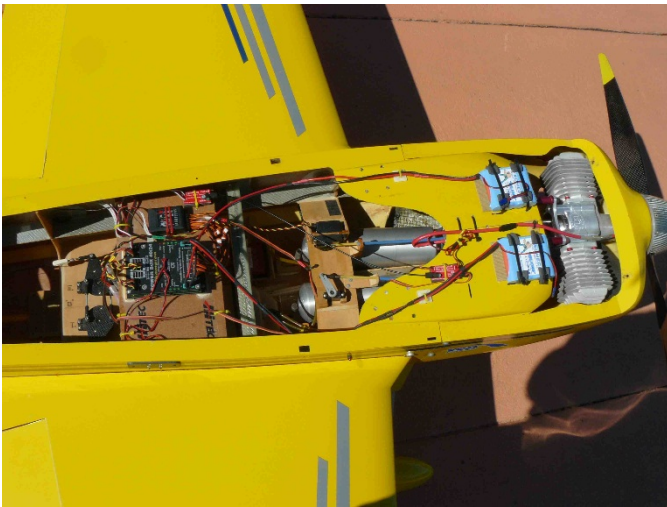
Norman Wagener - 0266 561 227

Email: [wageners@hot.net.au](mailto:wageners@hot.net.au)

## For Sale



1/3 scale full composite KRILL KATANA with DA100, any interested person, please contact Joe for more details, [frostjos@gmail.com](mailto:frostjos@gmail.com)



## Quarter Scale Pilots



Put some character into your plane!  
Handcrafted model Pilots in 1/4 scale  
WW1 or Vintage Style  
Real fabric uniform and scarf  
Light 30 grams

Height = 125mm / 5"

Width = 125mm / 5"

Depth = 65mm / 2.5"

Cost \$55 - ea (postage included)

Contact Rob for details **0416149979**





**Deadline for submissions to  
Newsletter #359 (October 2013) is  
Tuesday 17<sup>th</sup> September 2013.**

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