

MINIATURE 
AERO SPORTS
NEW SOUTH WALES INC.



Competitors in some of the EOT events held at Appin on Sunday 8 December

Photo via Peter Pine

Contents

IMPORTANT - MAS NSW Business Meetings February and March 2014.....	2
Diary Notes	3
Contacts	3
December 2013 Business Meeting Minutes	4
MASNSW 2013-2014 Events Calendar.....	13
MAAA Newsletter No. 05/2013	15
CIAM Flyer No. 5-2013.....	21
Club News	23
Parramatta Radio Controlled Aircraft Club Visit to the State Field at Cootamundra	23
Postal Competition and EOT Event Appin – 8 December 2013	24
Vale Warwick Paynter - BRCF	29
Upcoming Events	30
RC Precision Aerobatics - 2014	30
Blacktown Aeromodellers Club Inc. Sydney Electric Fly – in 2014.....	31
NSW Pylon – March Racing at Nowra	32
MAS NSW Fly-in March 2014	33
COMSOA Electryflying Weekend April 2014.....	34
COMSOA Scale Fun Fly - May 2014.....	35

MAS NSW Business Meetings February and March 2014

The MAS NSW February and March Business Meetings have been brought forward to Friday 7th February and Saturday 8th March respectively

Please note that meetings will no longer be held at Workers Parramatta due to the recent closure of that facility.

The February meeting will be held at Dooley's Waterview Club, Corner of Clyde Street and Silverwater Road, Silverwater. If this Club meets our expectations, it is intended to continue holding the monthly Business Meetings there for the foreseeable future.

For March only, the meeting will be held during the MAS NSW FLY In at the State Field, Cootamundra, commencing at 4:00pm, finishing with a BBQ. All delegates and visitors welcome.

Diary Notes

Next MASNSW Meeting

Friday 7th February 2014, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.**

Following MASNSW Meeting

Saturday 8th March 2014, 4:00pm at the State Field, Cootamundra with a BBQ to follow.

Newsletter #363 (March 2014) deadline for submissions

Tuesday 11th February 2014

Contacts

President / CFI	Bob Carpenter	president@masnsw.org	02 4577 6612
Secretary / Vice Pres	Tim Nolan	secretary@masnsw.org 74A Burdett Street, WAITARA 2077	0412 173 440
Assistant Secretary	Don Costelloe		
Treasurer	Bob Bishop	treasurer@masnsw.org	02 9533 2603
Registrar	David Lewis	dave.lewis@internode.on.net PO Box 7291, SOUTH PENRITH 2750	02 4736 2611 0407 705 224
Editor / Webmaster	Rob Masters	newsletter@masnsw.org	0418 160 295
State Field Officer	Steve Norrie	stateflyingfield@masnsw.org	0418 874 740
Public Relations Officer	Aranka Nolan	publicrelations@masnsw.org	0412 173 440
Education Officer	Greg Hoy	educationofficer@masnsw.org	0417 284 615
Deputy CFI North	Martin Cochrane	mwc.scale@bigpond.com	02 6658 2364
Deputy CFI South	George Atkinson	dcfis@exemail.com.au	0414 972 118

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

Miniature Aero Sports NSW Inc

MINUTES

Business Meeting
Workers Parramatta
13th December 2013

Meeting Opened 8.05pm

Attendance: B Bishop CMAC, T Nolan ROW, B Carpenter HMAS, S Murray PRCAC,
D Lewis MAS Cootamundra, R Masters WPMAC, G Atkins WRCS,
B Thrift CVRCMAC, A Nolan ROW, M Stone HSL

Visitors: J Deece HMAS

Apologies: G Hoy CMAC, D Lacey SSME, K Barnes PRCAC, S Norrie SASNSW, D Costelloe QFS

Minutes: Motion that the acceptance of the Minutes of the meeting held on the 8th November as distributed via Newsletter 361 be accepted as a true and correct record of that meeting.

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

Business Arising: The Vice President advised the meeting of the passing of Colin Simpson at 8.10am on Friday 13 December 2013 he turned 63 today. Colin had been the President of WRCS for many years, and a strong supporter of MAS NSW. For all of those that knew him he was a giant of a man with an ability to find the best in everyone. His generosity of spirit is legendary amongst those who knew him. His patience and wisdom, and sense of fun will be sadly missed. On behalf of the Executive and the members of MAS NSW our condolences go to his family.

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

Correspondence In:

From MAAA:

- * M 1.1 Advice from the President of the New Registration System
- M 1.2 Secretary out of office 3/12/13 to 20/12/13 and again 27/12/13 to 6/1/14
- * M 1.3 Advice on Heavy Model Sub Committee response to risk assessment
- * M 1.4 Advice from Heavy Model Sub Committee on large models 25kg to 150kg
- M 1.5 Minutes from the October Executive meeting
- * M 1.6 Advice of amendments to MOP019 and MOP030 (Turbines and fire bans)
- * M 1.7 NSW FFS application for a land purchase
- * M 1.8 Concerns for a member's health and operating models
- * M 1.9 Amendments to MOP058 certification of 2.4Ghz radios
- M 1.10 MAAA Newsletter 05/13

- * M 1.11 Notice of the MAAA Conference to be held 17-18 May 2014

From other than MAAA:

- * C 2.1 B Thrift, CVRCMAC, continuous improvement in safety
- * C 2.2 B Porman WRCS, the role of safety officer
- C 2.3 R Wilson Change of name to Port Macquarie RC Model Aircraft Club
- * C 2.4 MAS NSW Forum hacked
- C 2.5 B Thrift CVRCMAC, comment on new MAAA registration scheme
- C 2.6 K Barnes, PRCAC, report on club visit to Cootamundra

- C 2.20 Received completed Large Model Permits to fly forms from the following:
W Dand CKSMAC, R Clarke MAC Sports x 3, P Reed MAC Sports, W Barlow CCMAC,
A Goulding Lithgow, C Staats HMAS, B Mulligan WPMAC, J Frazer CMAC,
R Clark WRCS, T Nolan ROW, R Bowles BCRCF

Late Permits J Zambelli LMFC

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

- C 2.22 Newsletters Received:
MASA
Feral Flyers
NSW FFS

Late Correspondence:

Correspondence Out:

To MAAA:

To other than MAAA:

Business Arising from Correspondence:

- M 1.3 & 4** The heavy model subcommittee were formally requested to complete a risk assessment on the possible changing of weight limits and the various categories. The document that they have provided will be forwarded to the MAAA Council for review and consideration before any changes are made. The Executive will advise any changes after the Council Conference in May.

- M 1.6** The MAAA have also made changes to the public display and gas turbine operations, in principle, turbines cannot be flown during a total fire ban and a risk assessment is now required for all public display applications. These amended MOPS are on the MAAA website and will also be circulated by the Registrar to all clubs.

- M 1.7** The President then spoke to the meeting about the NSW FFS recent application for the MAAA to buy 1000 acres at West Wyalong for Free Flight. The application was not supported by MAS NSW and there was no evidence that CLAS have supported this application. The matter was discussed at the recent meeting of the various State Presidents and a comprehensive business case is to be prepared by NSW FFS and

independently reviewed for presentation at the MAAA Council Conference in May 2014.

- M 1.8** A question has been raised with MAAA about allowing a member to fly who has Alzheimer's and the associated risks. MOP055 speaks to this issue but if the member does not have medical restrictions (eg is still able to drive), then the MAAA will accept him as a member. It is the up to the Club to put in place whatever restrictions they deem suitable to manage the risk. This may include insisting that he uses a buddy cord or similar for a period (3-6 months) where the matter is then reviewed. If the Club is to place any conditions on his flying then these should be documented and carefully explained to the member. A copy of any such conditions should also be forwarded to the MAAA Secretary for filing in case there are any claims that may arise with the member.
- M 1.9** MOP058 (2.4Ghz radios) has been amended. This was also signed off by the State Presidents at their meeting in Melbourne recently. The update is on the MAAA website for the information of all members. The MAAA will now no longer test and approve radios.
- M 1.11** The next MAAA Council meeting will be held in Darwin, NT on 17-18 May 2014, all submissions and reports are due to the MAAA Secretary by 21 March 2014. The position of MAAA Vice President is also up for election and nominations for that position close 21 February 2014

C 1.2 The issue/position of the safety officer was raised, The following is an extract of the minutes (of WRCS):“.....It is understood that the issue of a safety officer arose, following (Clive's) attendance (at a commercial seminar) Clive passed on the opinion (of the seminar speaker) that a Court would take a dim view of the statement that 'every one is a safety officer'. A vigorous discussion ensued. The majority were of the opinion that the MAS/MAAA rules and regulations plus the WRCS rules and regulations, which all members signed as having read at each annual renewal, reinforced the safety culture of the club. No one person was present 7 days a week and any perceived breach would be acted upon by those members present at the time. It was also stated:
..WRCS had more rules, signs, pit layout and flying practices than any other club (experienced by those present) so it was obvious that safety was taken seriously. It was noted that not even the MAS had a "Safety Officer". However I was directed to canvas MAS for its opinion on this issue.

The matter was discussed and the following advice is provided for the information of all Clubs, it is the view of the MAS NSW Executive that the role of Safety Officer should be included as a position, at all Clubs. While we all have a responsibility for safety, one person cannot be there all the time. It is felt that anyone who witnesses an incident would bring it to the attention of the Safety Officer who may look into the matter and then provide advice to the Committee as to what actions should or needs to be taken.

On the issue of MAS NSW not having a Safety Officer, we are an Association of Clubs and do not conduct regular flying operations, the field at Cootamundra it is run by the local club on behalf of MAS NSW.

C 2.4 The Registrar advised the meeting of the hack on the MAS NSW Forum website. This has been repaired and additional security has been installed to prevent any further incidents.

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

Moved: WPMAC **Seconded:** CMAC **Carried**

Reports

Treasurer **Bob Bishop**

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

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

Other Reports:

President

Bob Carpenter

I attended a six monthly meeting of all Presidents in Melbourne on Saturday 30th November. This was the first time that the Presidents have attended a conference other than the Annual Council meeting and is expected to be a recurrent situation. The meeting is to provide an update of all actions undertaken by the Executive since the Annual Council Conference and it also gives all an opportunity to discuss the progress of MAAA and the State Associations in a face-to-face situation more than once per year. The items that were discussed and voted on included the adoption of changes to MOP 58. Since 2.4Ghz frequencies have been available in Australia the Technical Radio Sub Committee have assessed commercially available radio systems to ensure that they met the requirements. As 2.4Ghz has been available for quite a few years now and the system is becoming more mature it was felt that there is no longer the same requirements for checking radios. The Executive has also checked with other International associations in Britain, Germany, Canada and the USA on what procedures they carry out within their own countries. The Presidents moved and accepted a motion that from this point forward that we would no longer carry out assessment of 2.4Ghz radios. MOP58 was changed to reflect that all 2.4Ghz radios must comply with Australian ACMA, US FCC or European ETSI standards.

The Free Flight Society of NSW put forward an initial proposal for MAAA to purchase 1000 acres of land at West Wyalong in NSW to become a Free Flight Field. The size of the land would allow for flying of all types of models if approved. There was much discussion on this subject with the final outcome being that the Free Flight Society has been approved to continue negotiations to obtain a firm purchase price and to prepare a formal proposal for the full MAAA Council. MAS NSW did not support this proposal as we believe that from past experience with our field at Cootamundra on usage and cost to develop for our 2300 members it is not a viable use of funds for a very small section of the total MAAA membership.

MAS NSW has been requested to again support the holding of the 3DX helicopter event in Australia. We have agreed with the event to be held in March 2014. It should be noted that due to the helicopter safety issues of this year we have stipulated that for MAS NSW to be involved that all safety distances for helicopter operations must be in line with MAAA rules and procedures.

Secretary

Tim Nolan

MAS NSW will again be participating in the Model Day at the Penrith Regatta Centre on Monday 9 June 2014 starting at 10.00am and finishing at 3.00pm. The Executive believes that this is another great opportunity to continue to promote model aviation to the broader public in keeping with our stated objective of "increasing the public awareness of Model Aviation in the broader community". The only aircraft that will be flying are Seaplanes, this position has been taken to better manage the risk with

such a large number of people on the Regatta Centre site. This is a public display under MOP019 and CASA approval is being obtained. There is also a large display planned with other static aircraft. It is a great day out for the family with lots to see including Penrith District Nitro Racing Club conducting a number of races. There will also be amazing Model Power Boats running on the main lake and the magnificent scale creations of Task Force 72. We are also trying to arrange for some sailing boats as well. In addition there will also be live music and entertainment happening all day. More information and details will appear in the newsletter next year. Last year we had over 3000 people in attendance and it makes for a great family day out at the Penrith International Regatta Centre.

It is that time of the season for all heavy model inspectors to apply for reappointment. The details and the forms are located on the MAAA website in MOP008

If you are seeking reappointment you should be advised it will require the ratification of the MAS NSW Executive. In considering these reappointments it is planned to publish a List of Inspectors and their Clubs on the MAS NSW website so that members can easily locate an inspector close to them. Additionally, The Executive is looking at the number of aircraft you have inspected and/or constructed over the past three years as an indicator of your currency and involvement/commitment to the role.

All forms for reappointment will need to be returned to the Secretary before the end of April 2014 so they can be processed before the end of the financial year.

Gas Turbine endorsements are conditional on renewal of your FW or RW rating and will be included upon renewal.

Registrar

Dave Lewis

Current Year		New to System	Last Year (Dec 2012)
Seniors (Includes Pensioners)	2192	167	2105
Juniors	95	26	90
No. of Clubs	85		92
Total Membership	2299	185	2195

Note total membership peaked in May AGM at 2394

Chief Flying Instructor

Bob Carpenter

The next Instructors' Course will be held in Melbourne on the weekend of the 15/16th February 2014. This will be the final Instructors' Course to be held interstate with representatives from Victoria, ACT and Tasmania. We will also be taking a few prospective instructors with us. Following this event the MAAA Council in May will discuss how MAAA is to conduct the training and assessment of instructors across Australia.

We are receiving continual requests from clubs for the issue of Bronze Wings. The procedure for Bronze wings is that clubs hold a stock and as soon as the member has passed his test the club is able to award the wings. The paperwork showing this award is then forwarded to the MAS NSW Secretary and will be placed on the monthly meeting Agenda. This is the method we use to provide a formal record and to advise MAAA. The supply of Bronze wings should be held by the Club; if your Club needs some wings for stock then please contact the Registrar and he will forward them to the Club.

Gold Wings are provided to each individual from MAS NSW after the forms have been received and the Monthly Meeting has ratified the award.

We have developed this system over the years to provide a formal database of awards and all members are able to see through the newsletter that your award has been received and processed.

State Flying Field secretary / PRO

Steve Norrie

NIL Report

CASA Liaison Officer

Tim Nolan

As some members may be aware the registration of your fields with CASA is only for a three year period. I have had some preliminary discussions with CASA about this issue and we are going to trial doing a bulk registration of fields/locations. It is planned to lodge them early next year so that their future renewals will be in the middle of the year.

To this end if you are interested in having your field registered by CASA then please read MAAA MOP005 and complete the appropriate forms. You will also be required to complete a risk assessment for inclusion with your submission, if you need any help with these then please drop me a line. Consider that these risk assessments are to assist in the identification of risk to full size aircraft so information such as distance to airports, normal light aircraft routes etc. should be included. Also cover the permission of the land owner etc. If you are seeking additional height clearances then you will also need to include the risk mitigation strategies when you are using the increased height, e.g. having a person spotting for full sized aircraft when above 400 feet AGL, and all pilots advised to avoid any full sized aircraft, briefings etc.

Other reports:

Moved: WRCS **Seconded:** HSL **Carried**

Awards:

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

James Collins	COMSOA	76693
Ian Friery	HEMFC	76413
Vic Val	GCA	76548
Bruce Few	IMAC	76359

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

Geoff Poulter	PMMAC	13982
John Manwarring	Coota	73807
Bradley Mathews	HMAS	76431

Applications received for approval for MAAA Fixed Wing Power Instructors:

Bruce Oliver	HRM	71460
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Applications received for Approval of Commercial Model Aircraft Flying Instructors:

No applications received

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

Ronny Pronk	WRCS	76674
Warren Parnell	BDMC	61950
Bruce Few	IMAC	76359

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:

Applications received and approved for MAAA Glider Instructors:

No applications received

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

MAAA Inspector Approvals:

Heavy Model FW 25 Inspector Approvals:

Nil received

Heavy Model RW 25 Inspector Approvals:

Nil received

Giant Model FW 50 Inspector Approvals:

Nil received

Giant Model RW 50 Inspector Approvals:

Nil received

Gas Turbine Inspector Approvals:

Nil received

MASNSW POINT SCORE COMPETITION AWARDS 2012:

NSW Pylon	Sports Pylon	Marulan	November 2013
Shoalhaven MFC	Gliders	Shoalhaven	December 2013

General Business:

The first item of General Business is:

The next Business Meeting and of MASNSW will be held on the 7 February 2014 and the location is to be advised, this will circulated by email and the newsletter. All Members, observers, and visitors are welcome.

The MAS NSW FLY In scheduled for March clashes with the Scale event at Metford. The Executive sought suggestions from the membership, whether to continue as planned or to move FLY In and the monthly meeting? The MAS NSW Fly In and meeting have now been moved to 7-8-9 March 2014 to avoid clashes on the calendar with Scale at Metford. The March MAS NSW meeting will be held during the FLY In at the State Field, Cootamundra on Saturday 8 March 2014 starting at 4pm with a BBQ to follow.

The PRO then presented the options to the meeting about reworking the content of the website. The idea was to move the present content into a WordPress Theme (a web design and system that is commonly used for blogs and sites) and system that would enable more people to be able to update content and have a method of presenting messages in a more contemporary way. Aside from improved functionality the new system is also intended to be more dynamic, enabling the viewing on mobiles as well as normal computer screens. That led to the question of the review of the logo and the brand of MAS NSW. It was agreed that the present image and branding needed to be refreshed. It was agreed that there is a need to better integrate the MAS NSW forum. Finally the linking to a Facebook profile was also going to be useful to enable members to share the images of their events with friends, family and others in the flying community. All these changes were also intended to be more appealing to new members and interested parties.

Firstly it needs to be understood if WordPress can link to the forums in a seamless way.

Then the approach is to review the present content, create a plan that lays out the existing content, identify any new content required, select a theme that is the most appropriate for MAS NSW uses, and load the content.

It was decided that the MAS NSW brand did need to be redesigned to a more contemporary design. To take these steps a committee would be needed to efficiently and effectively work through the process of redesigning the brand that is MAS NSW.

Motion: That \$5,000 be allocated as a budget for the new communication package.

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

The Registrar then provided the meeting with an overview and walk through of the new MAAA Registration System that has been rolled out. There are a number of features and some issues that have been identified within the system. These concerns have been raised with MAAA and they have indicated that they will be addressed before the heavy workload during renewals next year. Clubs may have access to the new online database if they wish – a log in and password can be provided to each Club as required.

With the appropriate permissions they could:

- View and update their Existing Members Details
- View and update their Club Executive Details
- View and update the Club Fees (note this can be set to \$0.001 if the Club does not want MASNSW/MAAA to know their fees).
- If Clubs wished they could initiate the processing of a membership for themselves – but would still need to send in the cheque to MASNSW before the Registrar could verify and inform MAAA that it was OK to process.

Note Membership Cards are no longer produced by MASNSW – we have to wait for MAAA to return each processed batch back to MASNSW by Australia Post. This means that instead of the Registrar mailing cards within 48 hours of receiving the applications in the mail – it will now take at least an extra 7-10 working days before the cards are returned to the Club.

There were also a number of concerns raised by CVRCMAC over the security of the system and these will be forwarded to MAAA for comment.

There being no further business before the meeting, the meeting was declared closed at: 11.15pm

BANANACOAST RADIO CONTROL FLYERS Inc

Sadly due to unexpected circumstances the proposed

EDF meet in March has been cancelled.

The good news is that the HELIFEST is on again in May.

MASNSW 2013-2014 Events Calendar

(Compiled 15/1/2014)

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

January 2014

18-19	Seaplanes at Lake Wallace	Wallerawang	Dave Brown	02 6355 7298
25-26	Sailplane Expo – Open Thermal, FSJ, DLG	Armidale	Hutton Oddy	0425 285 758
25	NSW Pattern Flyers – Aerobatics	Camden	Felix N.	0428 880 633

February 2014

1-2	Alan Brown Memorial Shield – Old Timers	Orange	Dave Brown	02 6355 7298
2	Sports Pylon (Q500)	Nowra	Jeremy Randle	0418 390 446
7	MASNSW General Meeting (New venue-Dooleys Waterview, Silverwater)		Bob Carpenter	02 4577 6612
16	Blacktown Aeromodellers' Sydney Electric Fly – 2014	Doonside	John Kastelan	02 9671 2340
15-16	Banjo Patterson Rally	Orange	Chris Hansen	02 6361 8587
15-16	NSW Pattern Flyers – Aerobatics	Fletchers Lane	Felix N.	0428 880 633
22-23	NSWSAS - Scale Round 1	Camden	John Rolfe	02 9734 6288
23	FSJ Electric Glider - Lake George Soaring Field	ACT	Paul Osmond	0429 668 883

March 2014

1-2	Sportsman Pylon (Q500)	Nowra	Peter Kerney	0407 013 230
1-2	Hunter Valley Champs – Old Timers	Muswellbrook	Phillip Thichtener	0417 725 981
7-9	MASNSW Fly In	Cootamundra	Tim Nolan	0412 173 440
8	MASNSW General Meeting	Cootamundra	Bob Carpenter	02 4577 6612
8-10	APA Masters – Patten/Aerobatics	Albury	Felix N.	0428 880 633
15-16	NSWSAS Scale Masters – Scale Round 2	Metford	John Rolfe	02 9734 6288
15-16	NSW Pattern Flyers – Aerobatics	Pitt Town	Felix N.	0428 880 633

April 2014

5	Electric Pylon – HK Fun Fighter/EF1/F5D	Metford	Tony Jones	0417 022 394
6	Electric Fun Fly – All MAAA members welcome!	Metford	Tony Jones	0417 022 394
17-21	SAM1788 Championships – Old Timers	Canowindra	Grant Manwaring	02 6241 1320
18-20	AEFA National Electric Flight Rally	Barossa Valley SA	Peter Pine	0407 732 440
19-20	NSW Pattern Flyers – Aerobatics	Queanbeyan	Felix N.	0428 880 633
25-27	Wagga WW2 / Military Scale Event	Wagga	David Tennant	02 6922 8500

May 2014

3-4	Veterans Gathering	Muswellbrook	Phillip Thichtener	0417 725 981
15-18	HeliFest	Coffs Harbour	Scott Lockyer	0488 528 353
17-18	COMSOA Scale Fun Fly	Maitland	Paul Robertson	02 4946 8334
17-18	Wyong Old Timer Weekend	Wyong	Bob Marshall	02 4363 2818
24-25	NSWSAS Large Scale – Scale	Taree	John Rolfe	02 9734 6288
24-25	NSW Pattern Flyers – Aerobatics	Coonabarabran	Felix N.	0428 880 633
31/5-1/6	Sportsman Pylon (Q500)	Pitt Town	Peter Kerney	0407 013 230

June 2014

7-8	Vintagents – Old Timers	QLD Gratten Field	Dave Paton	07 3245 5991
14-15	New England Gas Champs	Tamworth	Basil Healy	02 4341 7292
28-29	Sportsman Pylon (Q500)	Nowra	Peter Kerney	0407 013 230

July 2014

12-13	NSW Pattern Flyers – Aerobatics	Wingham	Felix N.	0428 880 633
19-20	Golden West Old Timer	Parkes	Peter Smith	0423 452 879
26-27	Frank Bryant memorial Warbirds Weekend	Muswellbrook	Phillip Thichtener	0417 725 981

August 2014

2-3	Sportsman Pylon (Q500)	Pitt Town	Peter Kerney	0407 013 230
30-31	Oily Hand Diesel Day (Old Timers)	Cowra	Andy Luckett	02 6342 3054

Sept 2014

6-7	NSW Pattern Flyers – Aerobatics State Champs	Gunnedah	Felix N.	0428 880 633
13-14	Coota Cup – Old Timers	Cootamundra	Grant Manwaring	02 6241 1320

Oct 2014

4-5	APA Championships – Patten/Aerobatics	Albury	Felix N.	0428 880 633
4-5	Eastern States Gas Champs – Old Timers	Wangaratta	Grant Manwaring	02 6241 1320
15-19	Invitational Scale Classic Downunder	Cootamundra	Cheryl Rolfe	0401 200 870
25	NSW Pattern Flyers – Aerobatics	Camden	Felix N.	0428 880 633

Nov 2014

2	NSW Pattern Flyers – Aerobatics	Pitt Town	Felix N.	0428 880 633
15-16	Belconnen/Yass - Old Timers	Yass	Grant Manwaring	02 6241 1320

NEWSLETTER

No. 05/2013



Model Aeronautical Association of Australia



Message from the MAAA President Neil Tank

PRESERVING OUR PRIVILEGE TO FLY

Like full size aviation, aero modelling has undergone continuous and significant change in the short time since Orville and Wilbur Wright first took to the air. These changes have made it easier for the novice to embrace aero modelling and for the experienced to challenge new boundaries. In the beginning, those who had an interest in aeromodelling had to have the basic skills of a carpenter, mechanic and engineer. They then had to teach themselves to fly the model.

Today life is much easier; a vast majority of models on the market take little time and effort to “build” and most fly straight out of the box. Electronic advances such as return to home, GPS navigation and self-correcting features allow many more people to experience the joy of aeromodelling. Advances in radio technology have also developed in leaps and bounds; the introduction of the 2.4 GHz radio being one example.

The only components manufacturers have not been able to factor into the flying of these model aircraft are the human elements of:

- Common sense.
- Safe flying practices.
- Awareness of the surrounding environment.
- Consideration of others.

Pilots of model aircraft should always be very mindful of these four factors when flying, whether at a recognised model aircraft field, a local park, school oval or indoors.

Introduction of new technology also has its downside; we at times forget the lessons learnt in the past. For example with the introduction and ease of 2.4 radios and receivers and the advancement of electric aircraft, many have forgotten correct installations practices. During the 36 MHz era, when mounting radio receivers, we took particular care where they were placed, wrapped them in shock absorbing material and ensured the aerial was placed in a position where it was unlikely to be damaged.

It seems some who install 2.4 radio receivers have dropped their guard and ignore manufacturers’ recommendations. They no longer wrap receivers in vibration absorbing material; instead Velcro or “double sided” adhesive tape and other similar non-shock absorbing mounting material is used. Some have even gone to the extent of securing receivers to the side of the aircraft with cable ties. Little regard is also given to the position of the aerial. These much shorter aerials are placed where they can easily be knocked, bent or shielded. Although the frequencies of the radios have changed, the manufacturing construction of the receivers has not, so why do we treat 2.4 GHz receivers differently to those operating on 36 MHz?

.....All examples could have quite easily caused serious personal injury to some innocent bystander at great expense to the flyer of the model aircraft ...



Message from the MAAA President Neil Tank (continued)

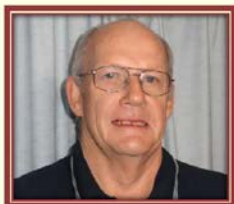
First Person View (FPV) flying is another great advancement for those aeromodellers who want to be challenged and try something different. Again the four human factors of common sense, safe flying practices, awareness of the environment, and consideration of others, have to be exercised by the pilot in command. The following are few examples of what not to do when flying FPV.

Safety 1

Recently an FPV model was flown in the vicinity of the Sydney Harbour Bridge at a low level through the metal framework and over the roadway. The model subsequently collided with the metal framework hit a fence and crashed onto the railway line. The pilot of the model was located and issued with an aviation infringement notice for flying in a restricted area without approval (CASR 101.065) and hazardous operation of a model aircraft (CASR 101.055).

Safety 2

An FPV model was flown over the heads of and within 30 metres of a group of students. The pilot of the model was issued with a 'letter of counselling' for the hazardous operation of a model aircraft (CASR 101.055) and not keeping a model away from people (CASR 101.395).



The MAAA President
Neil Tank
Telephone 0439 517539

Safety 3

The pilot of an FPV model flew his model during a bushfire in New South Wales and as a result caused the stoppage of aerial fire-bombing activities. This also was a breach of CASR 101.055 (Hazardous Operation of a Model Aircraft).

Safety 4

An FPV model was detected flying through cloud and above fog over the Sydney suburbs. This activity is not only illegal; it is highly dangerous. The flying of an FPV or any model aircraft in this fashion is a breach of CASR 101.070 (Operation in Controlled Airspace), CASR 101.385 (Visibility for operation of model aircraft) and CASR 101.095 (Weather and day limitations).

Remember when flying a model aircraft it must be kept in sight at all times, this rule also applies to flying FPV aircraft.

Note: When flying FPV, MAAA members are required to have another person present who must maintain continual sight of the model at all times. This person is deemed to be the pilot in command and must not be utilising the FPV or vision enhancing equipment.

All the above instances are examples of the pilots not using common sense, not exercising safe flying practices and not being aware of or discounting the environment around them. All examples could have quite easily caused serious personal injury to some innocent bystander at great expense to the flyer of the model aircraft.



Message from the MAAA President Neil Tank (continued)

Advances in modern technology are good for aeromodelling and provide new challenges and horizons for us all; however we must always be mindful of the fact that flying model aircraft is a privilege and not a right. This privilege can easily be severely restricted or at worst taken away from us. Remember we all fly for fun and enjoyment and should always fly with the objective of **PRESERVING OUR PRIVILEGE TO FLY**. Taking into consideration the four human factors highlighted earlier will go a long way to achieving this.

VISIT TO STATE ASSOCIATIONS

This month both the MAAA Secretary and I attended a meeting, at the request of MAAQ, to listen to and provide answers and feedback to questions and concerns Queensland club members had. The meeting commenced with a presentation by the MAAQ Registrar of the MAAA online membership system followed by myself with an overview of the MAAA Strategic Plan, which generated numerous questions, covering all the areas of concern for those in attendance.

MAAA ONLINE MEMBERSHIP SYSTEM

It is also a pleasure to announce that the MAAA online membership system is running successfully. The system was rolled out for trial by State Registrars and clubs in September and went fully active on 11 November. Like all new programs, there were a few glitches to sort out which became apparent once full use of the system commenced. The introduction of the new system began several years ago starting with requests to States and Clubs for input into the structure of an online system. Following this, a scoping document was produced, and eventually a Request to Tender was issued and the contract to produce the system placed. During this period there were also changes in State Registrars and additional local requirements were developed within some States. These new requirements along with any other additions are being addressed and will be in place and operating before the end of the current membership period.

Apart from the requested requirements, additions to the system will be made allowing event organisers to check on entrants details. This will then move to the next step of providing access to individual members, allowing them to amend their own personal details.

All clubs are urged to make use of the system. Access is available through your State Body and Registrar.

67th NATIONALS

The 67th Nationals hosted by VMAA will be held at Albury from the 28 December 2013 to the 5 January 2014. All MAAA members are invited to attend either as participants or spectators. Most of the MAAA Executive will also be attending and look forward to meeting members and friends during the period.

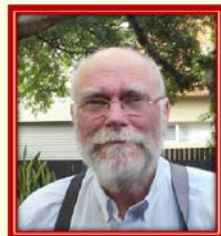
Executive Members



Tahn Stowe – MAAA Vice President



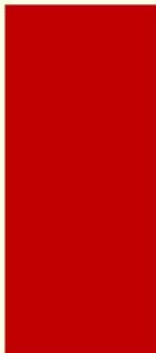
Brian Dowie – MAAA Treasurer
P O Box 88 Endeavour Hills
VIC 3802
Telephone 03 9555 9445



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



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



from the MAAA Secretary Kevin Dodd ...

Items from the MAAA 2013 Midyear Board Meeting

The Midyear Board Meeting of the State Association Presidents was held on Saturday 30 November at Melbourne Airport.

- At this meeting it was agreed to implement a Club Development Assistance Scheme. Full details and the criteria for applications will be made available as a MOP document in the new year.
- NSWFFS were given the approval to commence negotiations for the best possible price on a suitable block of land at West Wyalong, NSW.

A review of MOP058 2.4GHz Equipment was recently carried out by the MAAA Executive and the Technical Radio Subcommittee. The results of the review were considered by the MAAA Board and a decision was made that MAAA will cease any further testing of 2.4Ghz equipment. 2.4Ghz equipment used by MAAA members must conform to the requirements of the Australian Communication and Media Authority (ACMA) www.acma.gov.au/Industry. MOP058 will be reissued reflecting these changes.

2016 F2 Control Line World Championships

Perth will be host to the 2016 World Control line Championships being run by AWA. This event will attract many nations for the competition and experience of visiting Australia.

The venue, Whiteman Park, is currently undergoing large transformations as it is readied for the event. Six control line circles will be available at the completion of construction to cater for all F2 disciplines and will be a legacy for all modellers after the event.

At the MAAA Midyear Board Meeting it was agreed that \$50,000 would be provided towards the quoted cost of the project and AWA would be provided with a loan of \$64,000 over a ten year period for the balance.

SAFETY MESSAGE

– Notice to 'All High Flyers'

There have been several recently reported occurrences of model aircraft, or unauthorised FPVs, coming into close contact with full size manned aircraft.

THIS IS DANGEROUS AND ILLEGAL

Civil Aviation Safety Regulations 1998 (CASR) 101.055 specifically forbids the operation of 'an unmanned aircraft in a way that creates a hazard to another aircraft, another person, or property'. It is an offence of strict liability to do so. (For definition of *strict liability* see section 6.1 of the Criminal Code)

We in Australia are in a privileged position in that we face far fewer rules and restrictions than are applied in many other nations. One accident involving a full sized aircraft could change that in the stroke of a pen.

PLEASE MAKE A POINT OF ENSURING THAT YOUR RECREATIONAL USE OF MODEL AIRCRAFT DOES NOT ENDANGER FULL SIZE MANNED AIRCRAFT.

67th MAA NATIONALS PROGRAM OF EVENTS

DATE	C/L GRASS FIELD 0830-1800 Hrs	C/LINE HARD SURFACE FIELD 0700-1800 Hrs	SPRINGHURST FREE FLIGHT FIELD	RADIO TWIN CITIES CLUB	STADIUM WANGARATTA INDOOR	Wangaratta	Glider Field	SOCIAL EVENTS	DATE
Sat 28	REGISTRATION	REGISTRATION	REGISTRATION and % OPEN	REGISTRATION, Pylon Practice, PYLON PRACTICE.	NO EVENTS	REGISTRATION	REGISTRATION		Sat 28
Sun 29	CLASSIC STUNT CLASSIC B/T/R, BENDIX	F2C TEAM RACE F2F TEAM RACE	F1C OPEN RUBBER	FALL, G800, F400	NO EVENTS	12A TEXACO, STANDARD DURATION	F3B GLIDER		Sun 29
Mon 30	F2B AEROBATICS ADV & EXP, VINTAGE A/T/R	F3C TEAM RACE, CLASS 2 TRIAGE.	F1A VINTAGE POWER	FAL, G800, F400	F1D, F1L, PEANUT SCALE.	DURATION 38 ANTIQUE	F3B GLIDER	Social Dinner (TBA)	Mon 30
Tue 31	F2B AEROBATICS ADV & EXP, JNR COMBAT, F2D COMBAT	COMBINED & JET SPEED	F1H FIG OZ Diesel	FAC SCALE, Flying Only, Large scale Flying Only	HLG/CLG HANGER RAT HANGER RAT SCRAMBLE	TEXACO 2cc	F3K/R/C HLG, OPEN THERMAL		Tue 31
Wed 1	Vintage Stunt Static Judging	OPEN RAT RACE, 5MR 2.5cc R/RACE Classic FAI T/R	F1B OPEN POWER	FAC SCALE, Flying Only, Large scale Flying Only		GORDON BURFORD, NOSTALGIA	F3K/R/C HLG, OPEN THERMAL	NITE SCRAMBLE at Springhurst	Wed 1
Thur 2	F2B AEROBATICS COMBAT, JNR 2.5CC R/R	F2A SPEED	P30 FIJ VINTAGE RUBBER & GLIDER	F3A PATTERN, EXPERT, ADVANCED, SPORTSMAN			F3J Electric G/HLG, L.E.G ELEC GLIDER		Thur 2
Fri 3	F2B AEROBATICS, ADV & EXP, OPEN COMBAT	GOODYEAR, MINI GOODYEAR,	SCALE HLG/CLG SCRAMBLE	F3A PATTERN, EXPERT, ADVANCED, SPORTSMAN			F3S ELECTRIC GLIDER, L.E.G ELEC GLIDER		Fri 3
Sat 4	Vintage Combat VINTAGE STUNT	F4B SCALE.		HELICOPTER F3C Advanced NOVICE			F3B ELECTRIC GLIDER		Sat 4
Sun 5				HELICOPTER F3C Advanced NOVICE					Sun 5



The MAAA Board of Directors and Executive wish all our members and friends

HAPPY CHRISTMAS

and safe New Year



Special greetings go to our many new members. We sincerely trust your time with us has been rewarding and fun and that you have been able to take advantage of all the MAAA offers its members.



**Connect with MAAA
on Facebook for all
the latest action from
around Australia**

Connect with the MAAA on Facebook 

CIAMFlyer



Introduction to
the Model Aircraft World

No. 5-2013

Fast Races with Electric Power

Electric Pylon Racing is a discipline involving some of the highest speeds in aeromodelling. These days, times of around 60 seconds for ten circuits around a triangular course of 400 m, corresponding to speeds of 300 km/h and more, are not unusual.



Back to Basics

Pylon Racing models in the early days of electric flying were built in a similar style as models with combustion engines. They were large heavy lumps weighing 2 kg and more and powered with nickel cadmium batteries (with voltages of up to 45 V). Current rules make for much smaller and lighter models which is an advantage, not only for transport, but also for take-off and landing as these models, unlike corresponding ones with combustion engines, don't use wheels to take off from a runway but are launched by hand. This makes racing events independent of paved airfields.

Official FAI World Championships since 1994

The first World Championships for electric Pylon Racing models were held in 1994 in Australia. At the time, it wasn't so easy to convince aeromodellers that, in addition to the classic Pylon Racing categories, there should be a separate racing category for electric models. For many years, standards were set by competitors from Germany and the USA – not least due to the technical headstart of some manufacturers of electric motors. This has changed in recent years and the situation is more

balanced, as the market now offers a wide range of high-performance motors.



The geared motor – the centrepiece of the racing model with folding propeller (as models land on the fuselage) – which makes the models very quiet, the speed controller and the data logger for measuring energy consumption.

High Energy Efficiency

The remarkable thing about this racing category is the fact that it's not about brute force but about lightweight design and energy efficiency. These days, F5D Pylon Racing models, as they are officially called in the FAI rules, weigh only little over one kilogram and a data logger restricts energy consumption to 1,000 Watt*min. Once the energy is used up, the motor stops. This means that prudent use of the available energy is paramount.



A relaxed outfit, tough competition and good comradeship

Pylon Racing with Electric Motors is Increasingly Quiet

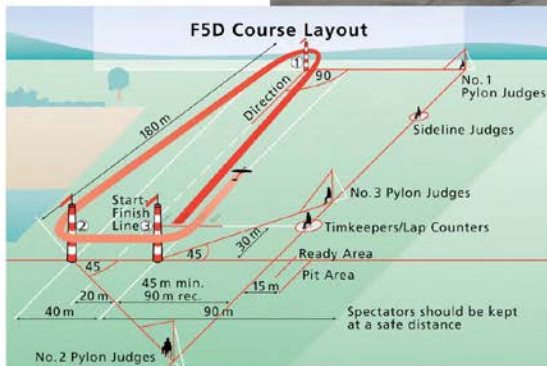
When it comes to optimising propulsion systems, improving the propellers plays a vital role. Larger diameter propellers are more efficient but their use is almost impossible without reduction gearing. Larger but more slowly rotating propellers are not only quieter but are also less susceptible to damage as they fold back when the model lands.

Public Letter 5/2013

Editor: Emil Ch. Giezendanner

FAI Electric Pylon Racing Rules see <http://www.fai.org/aeromodelling>

→ **Smaller and lighter F5D model airplanes are launched by hand.**



Pylon Racing requires lots of space



Club News

Kevin Barnes (PRCAC)

Parramatta Radio Controlled Aircraft Club Visit to the State Field at Cootamundra

A group of Parramatta RC Aircraft Club (PRCAC) pilots recently spent a weekend camped out at the MASNSW State field at Cootamundra. Pilots had a great time flying at a really excellent flying venue and the amenities at the field provided stress free camping, the hot showers and electric power proved most relaxing. Camping at the field made it real easy to go flying before breakfast in the still cool air of day break, then enjoy a country breakfast watching sunrise.

Since the Temora Aviation museum was less than an hour away a couple of pilots took the opportunity to visit the museum on Saturday to watch real war birds in action and still got plenty of quality time flying their models that day.

PRCAC would also like to thank the members of the Cootamundra flying club for their help and guidance, they met us at the gate to let us in and showed us how everything operated, and they were the most gracious hosts.

Tim, the State Field is a great resource and PRCAC will certainly be going down again. We also heartily recommend to all MASNSW clubs and their pilots that they consider visiting the State field either to run a club event or to visit / participate in a special event.





Postal Competition and EOT Event

Appin – 8 December 2013

Mike Colston (EOT)

Postal Competition Results

This year the Postal Comp encompassed five separate classes, 1/2A Texaco, Texaco, Duration, Height Limited and Nostalgia. A total of 19 people entered the Comp, with some thirteen of those submitting scores on a fairly regular basis whilst the others only submitted one or two entries. To be fair a number of those with limited entries probably only figured in the competition because I entered an event score for them as that months results. Anyway congratulations to those who made the effort, I hope you enjoyed the competition.

The full results are attached above. However, the first three places in each class are set out below. We also determine an "Overall Champion" each year which is decided on the basis of the sum of scores in all classes. The idea of this is to encourage people to fly in as many classes as possible. Final scores were calculated after discarding each pilot's two worst monthly scores. In most cases these were months when no score was entered.

1/2A Texaco

1 st	Terry Scolari	4800 points
2 nd	Phil Stevenson	4800 points
3 rd	Mike Colston	4800 points

Maximum possible score 4800 points.

Texaco

1 st	Phil Stevenson	4800 points
2 nd	Mike Colston	4800 points
3 rd	Brian Payne	4200 points

Maximum possible score 4800 points.

Height Limited

1 st	Phil Stevenson	3360 points
2 nd	Gary Andrews	3360 points
3 rd	Mel Gillot	3360 points

Maximum possible score 3360 points.

Duration

1 st	Phil Stevenson	4800 points
2 nd	Gary Andrews	4800 points
3 rd	Mel Gillot	4800 points

Maximum possible score 4800 points.

Nostalgia

1 st	Phil Stevenson	3360 points
2 nd	Ray Silbersen	3239 points
3 rd	Rod Carrick	2464 points

Maximum possible score 3360 points.

Overall Champion

1 st	Phil Stevenson	21120 points
2 nd	Mike Colston	19302 points
3 rd	Brian Payne	15467 points

Maximum possible score 21120 points.

Where scores were equal discarded rounds were examined, where possible, to determine positions, e.g. someone who had discarded two perfect scores beat someone who had discarded less than perfect scores. You will see in the full results (attachment) that some positions are given as equal (=) this occurs when discarded rounds have the same value.

You can see from the results that the year was, again, a triumph for Phil Stevenson, He scored maximum points in all classes and was only pipped at the post in 1/2A Texaco on a count back, ceding first place to Terry Scolari. Well done Terry you were the only one to beat Phil in any class! However, congratulations are in order for Phil for a near flawless performance. However, it is interesting to see that, other than in Nostalgia, the first three place getters in all classes scored maximum points. The actual positions were determined on count backs. All of those competitors were very close to gaining first place, a couple more perfect scores would have done it, a good incentive to get in a max every month!

The results for overall champion are interesting in that it worked, as intended, favouring those who took part in all classes. The first two places are occupied by competitors who took part in all classes whilst third place took part in all classes bar Nostalgia. However, as you can see from the complete results in the attachment, competitors who only entered one or two classes still managed a respectable result.

I will be organising appropriate certificates for all those placed in the first three places in each class. I propose to frame them and hand them out when I see people. However, there may be a number of competitors that I am unlikely to see, e.g. anyone who is not planning to attend NEFR over Easter in the Barossa. In those cases I will happily email you your certificate. Place getters please let me know if you would like me to email you your certificate.

Anyway my thanks to everyone who took part and for your patience in putting up with my learning curve in this my first year running the comp. I look forward to an even closer competition next year and expect some serious challenges to Phil's dominance.

1/2A Challenge

I mentioned in earlier emails that Gary Ryan is organising a national 1/2A Challenge. I have attached some information on the Challenge along with a sample score sheet, both provided by Gary. The Challenge should be great fun, we already have the makings of a team at my home club. It would be great if we could all get behind Gary's initiative and put together at least one team in each state (and territory).

Upcoming EOT Events

Next year is promising to be a good year for EOT events, First up will be the Nats over the New Year Period in Wangaratta. Details were set out in last month's EOT Email. I would be most grateful if someone who attends could send me a brief report on the electric competition as I will not be able to get there.

The National Electric Flight Rally will be held in the Barossa Valley at Easter from 18 to 21 April. It looks like there will be a good turnout and it is a great venue for the event. The local club looks after us very well and they have organised an excellent venue for the annual dinner. You can camp at the field or there is plenty of accommodation in nearby Tanunda. A copy of the program of events and the entry form are attached. They can also be found on the AEFA website. Why not come and fly and enjoy all the pleasures of the Barossa Valley, this is on venue that partners are bound to enjoy!

A joint IC/Electric Old Timer competition will be held at Wyong on the NSW Central Coast in May. This is a repeat of last year's successful event. More details as they come to hand in the New Year. Good news is that SAM 1788, the NSW old timer umbrella organisation, has agreed that, in future, electric flyers are welcome to attend any IC Competition as long as they are prepared to organise their own events within the competition. This is a significant concession and AEFA is currently trying to obtain details of the SAM 1788 calendar so that we can identify events where we can run EOT alongside IC. Finally it is planned to hold a dedicated EOT event, similar to the Appin Event described below, later in the year.

Appin EOT Event

An EOT event was held at Appin on Sunday 8 December. A smallish group, five competitors, braved the heat and somewhat windy conditions to compete in a full programme of events. Five classes were flown with three heats in each class so we got plenty of flying. The last heat was generally flown as a flyoff to determine final positions. The wind and the presence of plenty of sink and only short lived lift made all events challenging and there were a couple of casualties over the day, fortunately all repairable. Peter Henderson performed a near miraculous safe landing when his tail broke leaving him with no elevator and only one, out of two, rudders. Overall we had a great days flying and special thanks go to the local club for granting us use of their field as well as feeding us breakfast and lunch. Thanks must also go to Peter Henderson for organising the events and presenting all place getters with handsome framed certificates. I have attached a couple of photos from the day.

The results of the various classes were as follows:-

1/2A Texaco

- 1st Phil Stevenson
- 2nd Peter Henderson
- 3rd Mike Colston

Texaco

- 1st Gary Andrews
- 2nd Phil Stevenson
- 3rd Peter Pine

Height Limited

- 1st Mike Colston
- 2nd Phil Stevenson
- 3rd Gary Andrews

Duration

- 1st Phil Stevenson;
- 2nd Gary Andrews; and
- 3rd Mike Colston.

Nostalgia

- 1st Phil Stevenson; and
- 2nd Mike Colston.

Overall Champion

Phil Stevenson.

Rule Changes

It was decided at the Easter NEFR Event that we would introduce new rules for Duration from 1 January 2014, on an experimental basis. These rules will apply to the EOT Postal Competition and to EOT events, probably with the exception of the Nats which, I imagine, will be flown under the current rules as these have now been officially adopted by MAAA, as reported in an earlier email.

The rules for EOT Duration will be modified as follows:-

- Total flight time be reduced from 10 to 7 minutes.
- Total motor run allowance be reduced from 35 to 25 seconds.

A number of advantages accrue from this proposal. Firstly it will speed up the competition, a significant benefit as we are running into time issues with the number of classes of events that we now run. Secondly it will bring EOT Duration into line with IC rules, also important if we are going to promote joint rallies. Importantly the rule change will not require any change to the current models being used in this event.

The second matter related to the allowed motor run in Nostalgia. It was confirmed that the figure would remain at 25 seconds for the current year and that it would be reduced to 20 seconds from 1 January 2014. This change can also be implemented without requiring any changes to models.

It is also worth remembering that the rules relating to ballasting and the number of attempts permitted in the postal comp were also clarified at NEFR. In relation to ballasting it was agreed that pilots can ballast models to any extent they wish (subject to not endangering the structural integrity of the model) and that, in Texaco events, they could increase battery capacity in accordance with the increased weight, if they so wish. This rule has applied since the 2013 NEFR.

In the postal comp there was some discussion as to the most appropriate way of identifying which flight should be submitted as the monthly result. It was agreed that competitors could fly as many flights as the pilot wished and submit the result of the last flight flown. This rule has also applied since the 2013 NEFR.

It will be interesting to see how everyone finds the new rules once we start to use them in competition.

SAM 600 Website

Laurie Baldwin has reported that SAM600 has just launched a major update to its website, www.sam600.com. The major emphasis now is on informing RC flyers about old timers and how they can get involved, be it IC or electric. It's not intended as an encyclopaedia on vintage flying, more a gentle introduction to de-mystify the discipline. Even if you're not a Victorian, information on the site could be of interest to flyers contemplating getting involved.

New Models

Very little to report on this front this month other than to tell of the sad demise of my new Nostalgia model, a Humdinger, see last month's email. Unfortunately in seeking to keep weight to a minimum I used balsa spars in the wing where I would normally use spruce, at least for the main spar. The result was that the wing folded and the plane performed a perfect vertical dive into the ground costing me the motor, battery and a lot of damage to the fuse. I probably won't repair it and am now looking for another Nostalgia model to try.

Well that's about it for 2013. I hope that you have managed to find something of use/interest in the monthly email. Please let me know if there are things that you think should be covered, or things that should be left out in future.

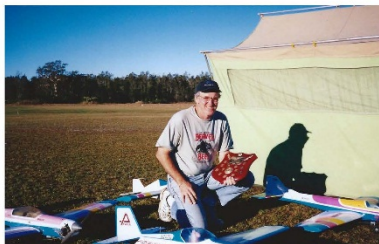
I trust that you and yours will all have a safe and happy Christmas and New Year and that you will all come back to EOT refreshed and keen to fly next year.

Cheers,

Mike Colston



Vale Warwick Paynter - BRCF



VALE

Warwick Paynter
(1/4/1947 --- 2/11/2013)

Members of the Bananacoast Radio Control Flyers were greatly saddened to learn of the passing of Warwick, while on a golfing trip in Queensland, in November 2013.

Warwick joined the Bananacoast Radio Control Flyers in 1980, becoming Treasurer in 1981. He held this position for 24 years. He also held various other committee positions in the time and was an exceptional member who always went out of his way to assist in club activities. He was nominated for the Presidency on occasions but always preferred to assist "behind the scenes".

Warwick became a very skilful builder and flyer becoming the Club Fun Fly Champion on nine occasions between 1989 and 2000, and Club Champion seven times between 1986 and 1997.

His passion for high performance thermal gliders saw him participate in many interclub events, especially in Northern N.S.W. and Southern Queensland. More recently he moved into electric performance aerobatic models, as well as the gliders, but his record in many competition events over the years shows what great skills he had in all aspects of aeromodelling.

But, records aside, Warwick's greatest talent was in being a friend. Always cheerful and positive, he helped anyone and everyone with any aspects of modelling and life that he could.

Not surprisingly, Warwick's gifts extended well beyond his aeromodelling and included golf and snow skiing to mention but two.

Warwick leaves his wife Judy and their two children and families.

He will be greatly missed.



Upcoming Events



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

RC PRECISION AEROBATICS - 2014

The **second event for 2014 will be held at the Shoalhaven Model Flying Club Nowra**, Fletchers Lane Field on Saturday **15th and Sunday 16th** February 2014. Fletchers Lane is off Meroo Road, which is off the Princes Highway to the left as you approach Nowra from Sydney. The Field is at the end of the road just over the railway line. The Shoalhaven MFC will be providing catering on both days at the field. There is not much shade at Fletchers Lane, so bring some shade with you if it hot. Entries through the website by 12th Feb please.

On 8th, 9th, and 10th March is the Australian Pattern Association Masters contest to be held in NSW this year at the Twin Cities MAC in Albury. Details of this event are provided by the APA (www.australianpatternassociation.com.au)

Our third event on the NSW calendar for 2014 is at the Pitt Town MAC on 15th and 16th April.

Those wishing to try Aerobatics are most welcome to attend, and fly in the Sportsman Class, where everybody starts out with a relatively simple but challenging schedule. If you already have your Gold Wings then you can do nearly all the manoeuvres, if not, what better way to learn and progress to get them. The Schedule is available on our website www.nswpattern.org.au . If you are not sure about having a fly, come along and watch, meet the group, and ask any questions you like. We are always looking for new members.

Other event dates for 2014 are firmed up, and have been scheduled are shown in the MAS NSW Rolling Calendar.

For more information contact Felix Nieuwenhuizen, on 0428 880 633, or at felchem@bigpond.com

Blacktown Aeromodellers Club Inc. Sydney Electric Fly – in 2014

Sponsored by Kellett's Hobbies

To all MAAA members
& bona fide visitors
join us on Sunday the
16th February 2014 for
our Annual Electric Fly-
In. If you have an
electric model come
along and joins in. No
contests, just a day of
fun! Entrance is in
Western Sydney
Parklands on the Great
Western Hwy



Doonside between Doonside Road & M7 (ref.
Gregory's map 272/273). Gates open – 8 a.m.

Food & Drinks Available & category prizes

Flyers entry fee - \$15 including lunch and category
prizes also.

**For details, phone after hours
John Kastelan (02) 9671 2340**



NSW PYLON RACING **CLUB inc**



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

**SHOALHAVEN MODEL FLYING CLUB
NOWRA**

LOCATION: The Archer Racecourse off Albatross Road

Sunday 2 March 2014 – 9:00am Pilot briefing

Practice from 12 noon Saturday 1 March 2014
Catering at Field, Sunday Breakfast and Lunch

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

New Racers Always Welcome

Contact: Peter Kerney **0407 013 230**

Or check out the Web site

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

FUEL SUPPLIED ON RACE DAY

Further 2014 dates:
Pittown 31 May – 1 June
Nowra 28/29 June
Pittown 2 – 3 August
Richmond and Marulan dates TBA

MAS NSW FLY-IN

7, 8, 9 March 2014

Save the
Date!

Cootamundra State Field Update:

- New watering system has produced a perfect surface for flying
- The new mezzanine section is the best platform for viewing, not to mention the breeze
- New showers and toilets have been a welcome improvement by all recent visitors



Make a great weekend at the
State Field, Cootamundra.

MAS NSW will be holding a
Fly-In for big, small, scale,
gliders, GAS, electric. It will
start on Friday morning and
go through to Sunday
afternoon.

For more information
contact:

Tim Nolan 0412173440

MORE INFO TO FOLLOW





ELECTRYFLYING WEEKEND

5/6 APRIL 2014

5th April - Saturday

Electric Pylon Racing

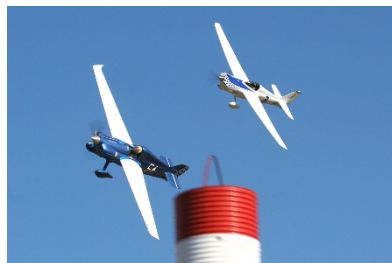
Timing gear and lights supplied by the NSW Pylon Association. Races will be organised into the following electric pylon classes:

HK Fun Fighter (buy a HK FF and run it as it's supplied!)

EF1 – Scale models of full size Formulae 1 racers!

F5D – The hot class – speeds of around 200+ MPH!!

All races 10.5 laps – No limiters for F5D (unless sufficient legal entries for a class)



6th April - Sunday

All day electric FunFly

All types of electric only aircraft are welcome. There will be some fun events organised (Limbo, nearest the spot landing & timed flight). Plus there will be a pilots raffle with some great prizes available. Event proudly sponsored by:

Duanes Planes (02 4933 0304)

www.duanesplanes.com.au

Open to all financial MAAA members & their pit crews.

Entry is free for both days. Flying from 9:00 AM
Sausage sizzle on Saturday - BBQ lunch available on Sunday

Please let us know if you are coming to help with catering

Questions?? Contact Tony Jones Ph 0417022394

Or email COMSOAfunfly@ampba.asn.au

www.comsoa.com



COMSOA SCALE FUN FLY 17th.and 18th. MAY 2014

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

Saturday the 17th-- Gate will be open about 0800 Flying can commence after 0900 . Fly as much as you wish. Registration starting after 0930

Sunday the 18th. Gate open about 0700, flying after 0800 and will be to our usual format with organized flying in each category. Judging will be by entrants on Sunday

CATEGORIES---- MILITARY UNDER AND OVER 7 KG. ----CIVILIAN UNDER AND OVER 7kg .- JET and SPORTS MODEL

Prizes 1st. 2nd.and 3rd. in all categories, plus Model of the Meeting.

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

Pre entry draw cut off date is Thursday the 15th. May.

Entry for the weekend is \$25. Entry fee includes lunch on Saturday and Sunday. *If pre entering pay on the weekend.*

MAAA Membership required.

Free tea and coffee. Cold drinks on sale all weekend.

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

AN ELECTRONIC ENTRY FORM is on our web site, which can be printed and mailed or transmitted by email.

If Mailing in an entry please send to Stewart Brackley ,26 Albert Street, Belmont 2280 Ph. 49470586 .

For general inquiries contact Paul Robertson 49468334 or SB as above.



**Deadline for submissions to
Newsletter #363 (March 2014) is
Tuesday 11th February 2014.**

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