

MINIATURE —————→
AERO SPORTS
NEW SOUTH WALES INC.



MASNSW Open Day at HMAS in October 2013

Photo Rob Masters

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MASNSW Business Meetings March and April 2014

The MASNSW March Business Meeting has been brought forward to Saturday 8th March. The meeting will be held during the MASNSW FLY In at the State Field, Cootamundra, commencing at 4:00pm and finishing with a BBQ. All delegates and visitors welcome.

In April the meeting will return to the second Friday of the month, that being the 11th of April at Dooleys Waterview Club, Silverwater.

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

Diary Notes

Next MASNSW Meeting

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

Following MASNSW Meeting

Friday 11th April 2014, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.**

Newsletter #364 (April 2014) deadline for submissions

Tuesday 15th March 2014

Contacts

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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

Board Room, Dooleys Waterview,

7 February 2014

Meeting Opened 8.05pm

Attendance: R Masters WPMAC, D Lewis MAS Cootamundra, D Lacey SSME, J Randle NSW Pylon, K Barnes PRCAC, B Thrift CVRCMAC, G Atkinson WRCS, S Norrie NSW SAS, B Bishop CMAC, M Stone HSL, T Nolan ROW

Visitors: T Ingham WRCS, J Rolf NSW SAS, E Ashley CVRCMAC, G Hoy CMAC

Apologies: B Carpenter, President MASNSW, D Costelloe QFS

Minutes: Motion that the Minutes of the meeting held on the 13 December 2013 as published in Newsletter 362 be accepted as a true and correct record of that meeting.

Moved: WRCS **Seconded:** WPMAC **Carried**

Business Arising: In the Treasurer's report the closing Balance should read 1 December 2013, records adjusted accordingly.

The President sends his apologies, as he is away on business and the meeting was chaired by the Vice President, Tim Nolan.

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 Advice on the security of the new MAAA Registration System (follow up from CVRCMAC enquiry last month)

From other than MAAA:

- * C 2.1 P Besant FATMAC, Insurance question re judges, callers and assistants on the flight line
- C 2.2 G Wilson, enquiry re bronze wings
- C 2.4 J Zellar, Jet Flyers Association, membership enquiry
- C 2.5 S Clarke FW25 Inspector application
- C 2.6 L Wall Public Display application

- C 2.20 Received completed Large Model Permits to fly forms from the following:
P Thichtener MDMAS, B Watson BAC, J Morris COMSOA, G Harrod COMSOA,

K Hilton COMSOA, M Mitterer RAAFMAC, D Foster WRCS, T Sparks WRCS,
H Cooper SSSFA (x2) C Brookes SSSFA (x4), D Burns SSSFA (x2), C James CKSMAC,
J Cowther 28197, M Hartnup SMFC, C Mitchell HMAS, J Love EHMC x2, T Owen SRCS,
C Wilson Coota, T Sparkes WRCS,

Late Permits:

- C 2.21 Received Cancelled Large Model Permits to fly forms from the following:
- C 2.22 Newsletters Received:
MASA
MAAQ
NSW FFS
- C 2.24 Received application for reappointment of Heavy Model Inspectors (25, 50 & GT)
D Reilly 27069, P Bennet 28239 (25 & 50), J Considine 10170, P Aungle 27056,
P Celima 40185, D Foster 15147, L Marchant 47508, A Edmonds 21647 (25 & 50)
A Williams 4183, D Radford 24245, P Jackson 27108, J Lysaght 7304, J Love 45398,
M Beverly 49794, C Ashley 25038, S Brackley 44145, G Harrod 57594, T Sparkes 40227
J Abrahams 36240, S Begg

Late Correspondence:

Correspondence Out:

To MAAA:

To other than MAAA:

- C 2.6 Display application forwarded to CASA.

Business Arising from Correspondence:

- M 1.2 The Registrar addressed the meeting on the new MAAA database and Registration system. Details provided in the Registrar's Report section

- C 2.1 The question of assistants, judges, callers etc at the flight line and are they covered by insurance? In short, yes they are as covered in the FAQ section on the MAAA website
Motion that the inward correspondence is accepted and the outward correspondence be adopted.

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

Moved: CVRCMAC **Seconded:** NSWASAS **Carried**

Reports

Treasurer Bob Bishop

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

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

Other Reports:

Secretary Tim Nolan

This will be the final reminder that it's time for all heavy model inspectors to apply for reappointment. The details and the forms are located on the MAAA website in MOP006, apologies for the previous incorrect reference.

If you are seeking reappointment you are advised that it will require the ratification of the MASNSW Executive. In considering these reappointments, it is planned to publish a list of Inspectors and their Clubs on the MASNSW 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 that 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.

Additionally the Agenda Items for the MAAA National Conference will be tabled at the March meeting and also updated on the MAS Forum as the meeting will be held at the State Field Cootamundra.

Registrar Dave Lewis

Current Year		New to System	Last Year (Feb 2013)
Seniors (Includes Pensioners)	2252	197	2226
Juniors	108	37	111
No. of Clubs	86		86
Total Membership	2360	234	2327

Note total membership peaked in May AGM at 2394

So far three Clubs have asked for Logins to use the new Database with only one entering a new member. After much discussion MAAA have agreed to MASNSW and MASA sending their Registrars to a meeting with the Database Developer to work out the minimum specification (and therefore costing) that must be in place by April/May. The costing of that development has to be approved by the MAAA Council.

I have concerns regarding the security of Data when stored in the "Cloud". As yet I have not found how the new MAAA Database is protected, if the data is encrypted and there appears to be no stated Privacy Policy. With the potential to have around 200 logins in just NSW (Registrar and Secretary for each club) the possibility for those users, who may not be fully up with Anti Trojan/Spyware/Malware protection systems on their own computers, to unwittingly facilitate a Trojan Horse type attack on the 50,000+

MAAA records could be a real threat. The old Database system only lived on 2-3 Pc's per State body, only using that Associations data and was in effect isolated from the MAAA Master list.

Chief Flying Instructor Bob Carpenter

Next Course will be in Victoria as part of the national roll out of the flight training system as supported by the MAAA. Presently there is no course planned for later in the year, but if there are any persons interested please advise us so that we can gauge any demand.

State Flying Field secretary / PRO Steve Norrie

The field watering system is working well, and the Cootamundra Club Secretary has been advised of all current bookings for the State Field.

CASA Liaison Officer Tim Nolan

CASA recently paid an unannounced visit to flying field in Sydney, just to have a look at how it was operating. I would point out that the officer had come from the Brisbane office, and was very "just in the area". CASA are very aware of our operations and it would not surprise me to see these friendly visits continuing as part of CASA's on going risk management plans for compliance of model aircraft.

Public Relations Officer Aranka Nolan

See separate attachment (pg 12), this item was moved into general business.

Other reports:

Moved: WRCS Seconded: WPMAC Carried

Awards:

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

Brian Chapman	GCA	15451
Craig Pearson	GCA	81410
Andrew Croft	SSSFA	34243
Jeffrey Williams	CVRCMAC	70373
Stephen Chin	PRCAC	76456
Walter Hufschmid	CCAM	36032
Ian Lindquist	WRCS	73804
Nick Wiadrowski	WRCS	76583
Christopher Hamilton	BAC	76534
James Collins	COMSOA	76693

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

Paul Crowfoot	COMSOA	19961
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Applications received for approval for MAAA Fixed Wing Power Instructors:

No applications received

Applications received for Approval of Commercial Model Aircraft Flying Instructors:

No applications received

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

Greg Underwood	WRCS	76538
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Applications received for the approval of MAAA Helicopter - Gold Wings:

No applications received

Applications received for approval of MAAA Helicopter Instructors:

No applications received

Applications received for the approval of MAAA Glider – Bronze Wings:

No applications received

Applications received for the approval of MAAA Glider – Gold Wings:

Applications received and approved for MAAA Glider Instructors:

No applications received

Moved: PRCAC **Seconded:** NSWAS **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 2013:

General Business:

The first item of General Business is:

The next Business Meeting and of MASNSW will be held on Saturday 8 March 2014 at the State Flying Field, Cootamundra, starting at 4pm and followed by a BBQ. So come along, have your say and enjoy some flying at one the best fields in the country. In April the meeting will return to the second Friday of the month, that being the 11th of April at Dooleys Waterview, Silverwater.

Copies of the Public Relations Officer's report were then circulated for the meeting to consider. The document will be circulated to Clubs via email for information and input. This is very much about our association and its future direction, the look, feel and also our name. The plan has some tight time lines and we will be circulating it as quickly as possible. If you are interested in the future look and shape of our State Association then here is a chance to have some input.

In developing a name it is important that you also provide a few words about what you want the name to convey. In some early discussion a number of people have indicated that some words would not show us as progressive rather as old and dated and example of this is the term the "... Guild" some also feel that "Association" is also a rather dated concept if we are looking to appeal to a younger generation. Here is your chance to shape the next chapter in Model Aviation in NSW.

There being no further business before the meeting, the meeting was declared closed at: 9.35pm

MASNSW 2013-2014 Events Calendar

(Compiled 2/2/2014)

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

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
29-30	Heathcote Cup (Open and 2m classes)	Maddens Plains	Fred Lodden	02 8576 6431

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
6	2m Glider Millennium Cup Round 3	Lake George	Stan Rucinski	0409 917 806
13	SPARKS all Electric Fun Fly-In	Cowra	Mike Grimshaw	02 6344 1764
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
18	2m Glider Millennium Cup Round 4	Salt Ash	Paul Gibson	0425 356 533
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 Grattton Field	Dave Paton	07 3245 5991
14-15	New England Gas Champs	Tamworth	Basil Healy	02 4341 7292
14-15	NSWSAS (Scale) Round 3	Richmond	John Rolfe	02 9734 6288
23	F5J Picton Cup Rd 1	Appin	Bill Gibson	0435 439 377
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
16-17	NSW State Titles F4C/F4H/Open Scale	Richmond	John Rolfe	02 9734 6288
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
13-14	2m Glider Millennium Cup Round 5	Taree/Old Bar	John Kinlay	

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
19	2m Glider Millennium Cup Round 6	Maddens Plains	Fred Lodden	02 8576 6431
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
9	Shoalhaven Shield & 2m Glider Millennium Cup Rd 7	Bomaderry	Ian Avery	02 4232 1093
15-16	Belconnen/Yass - Old Timers	Yass	Grant Manwaring	02 6241 1320
22-23	NSWSAS (Scale) Round 4	Richmond	John Rolfe	02 9734 6288

Dec 2014

13	F5J Picton Cup Rd 2	Appin	Bill Gibson	0435 439 377
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Club News

Public Relations Officer's Report February 2014



A new name, a new logo, a new website, new communications opportunities

2014 A new chapter begins

A New Name

What do we stand for?
Participation in the new name

A New Logo

Brand brief contributions
Executive selection

A New Website

New functionality
Social media & forums

Deadline End April 2014

MASNSW is set to embark on a new era. We are planning to change our name, our brand and our main digital communications hub, our internet site. This is an exciting time. I invite you to think about what our new name could be and to participate in the process of developing that name and brand.

The process of picking a new name, creating a new brand and building a new website is usually a longer and more expensive road as the numbers of people who take a stake in the new direction swell. However we want to get those interested to contribute ideas. We look forward to constructive contributions so please take note of the key dates and given the deadline the pace will be brisk!

Communications to Clubs will go out in the next few days via email. A message will also go out on the Forum.

I invite new name suggestions, accompanied with an explanation of why that name will mean something to present and future members of our Clubs.

All submissions should be sent to me at arankan@einsteinmarketing.com.au by midnight 28th February 2014. The list of suggested names will be put up on the Forum for opinions along the way.

At the next monthly meeting, in March the short list of suggested names will be presented. The short list will be determined by the Executive and will take into account consultation with members and the feedback from the Forum.

In parallel, the content of the website will be reviewed and if there is any desire to add to or delete any parts this is your chance to speak.

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Public Relations Officer's Report February 2014

A new chapter begins

The intention is to get everything ready by late April.

As we go into this phase of change we need to think about what our Clubs mean to us. What is the spirit of the activity that we love so much. The name needs to be aspirational. It also needs to take into account the future generations that will enjoy this activity.

So what do we stand for? Why do we exist?

We could say our foundations stem from innovation, engineering, mastery and fun. We have followed on the coat tails of full size aviation and now we have the blurring of lines with drone technology being flown through smart phones and the addition of first person view.

We are also a bunch of tinkerers, focused assemblers of the complex, replicators of aviation brilliance but overall lovers of flight. All types of flight. The slow and steady, the tear around the sky type, those propelled by fuel, the battery brigade and others that are more man powered.

In our Clubs there are a mixed bunch of enthusiasts. Some put years into their creations, some only a few hours. We have those completing their first childhood and working on bigger toys for the second, those that seek the social side of our Clubs and others that show their skills and expertise in the company of others, sometimes many others.

One unifying theme is the sharing of knowledge. There is no shortage of problem solving together. There is also a strong pride in the aircraft that we bring to the field, the skills displayed on the day, the clever execution of a certain technique, the quality and precision put into a creation of flight.

There is also the shared pain of misadventure. The "rekitting" of any craft is a disappointment that sends a hush across the field. Some choose to lament their loss quietly, while others get to a point of rejoicing as they contemplate a new creation that has been teasing them on the pages of a magazine, website or on display in a shop.

So we all choose to belong to this activity that the government now deems is not a sport, and the term

'leisure activity' hardly does it justice.

It is probably a mix of all these things. But tell me what does it mean to you? Why does it generate such passion, commitment and generosity? Why are you attracted to it? Then tell me what we should call ourselves in light of that explanation.

If you want to keep your response confidential please mark it **confidential** in the heading and it will be anonymously included in the mix.

I also want to see **what logos you like and why**. I am looking for the style of brands that resonate with our members.

Once we have this thinking then we can work on the name and the brand that personifies our sport.

We will do our best to keep everyone informed and to give people an opportunity to comment.

So the **proposed schedule** is:

- 1) Communications via email to the Clubs and a message in the Forum in the **next few days**.
- 2) Close of submissions on why we exist and what we stand for by **Midnight 28th February**.
- 3) Changes and adjustments to the web content by **8th March**.
- 4) Design brief **finalised** by **15th March** for circulation to the Executive for agreement and sign-off.
- 5) Logo and brand designs completed by **5th April**. All going well presented at the April meeting for instant feedback.
- 6) Preparation of the web content and designs as well as any additional material by **26th April**.
- 7) Loading of the website across the last week in April.

If you wish to discuss any part of this process or the thinking behind it please contact [me](#) and I will be happy to talk to you about it.

I look forward to receiving your submissions and finally arriving with a brand and a website that works well for us in the future.

Respectfully

A Letter from Keith Lindsay (AUS 7218)

The following is an interesting letter from Keith Lindsay to Dave Lewis (MASNSW Registrar) following a phone conversation between them both.

Hi David.

It was nice talking to you last Thursday. I have enclosed my old badge for your perusal, and to keep if you wish as old history junk.

I first joined a club in WA, The Thermal Thumbers MAC back in 1945 at age 11. We flew rubber models - all Free Flight.

In 1946 my Dad got out from the UK an ED Mk 111 Diesel and, as control line had just been invented I built my first controlled model. I used to hand carve from Jarrah 8X6 wood props, at least 2 a week and if you were lucky you got 2 or 3 flights on the weekend before you broke one (plastic props had not yet been invented). We used to fly on the Esplanade up near the causeway in Perth.

My first radio experience was with a converted free flight high wing model. Don from 6PR Perth radio built a single valve TX and RX using an escapement to give rudder only with a blip from the TX (transistors had not yet been invented). After we strung up about 50 Feet of TX aerial and testing that the model got a signal and that the HT and LT batteries were full, the model was fired up and last seen heading towards NSW. I don't believe Don "interfered" with the model once. This was back in about 1949.

I flew C/L for many years, including a mates Dyna Jet on 100 foot lines at East Perth oval. Kids Dogs and people arrived from all over the place to see what the noise was.

I then found Cars and raced a Morgan +4 for a couple of years. Then got married had a family and came to NSW in 1964. So I was away from the hobby for some years.

In 1966 I joined the Minto club and decided to try out this new fad called Radio Control. I purchased an OS Reed set and built a Klutz Bug (needed a big fuze to fit the big reed tuned serves into). Can vividly remember after about 10 Saturday visits to the Minto field I finally took home a whole model. I had had a flight and got it back onto the ground only wiping the U/C off.

Later on I purchased set No 4, a Silvertone proportional radio manufactured by Bob Young. I was laughed at a lot as for about a year I kept pulsing the sticks - because this was the way I taught myself to fly with the OS Reed set.

In around 1960 a group of us got together and formed the Heathcote Soaring League. Initially we got permission from the Sutherland Council to use the Heathcote Oval as a model aircraft field. We later came to an arrangement with the Illawarra Golf Club to lease an area at Maddens Planes. We used this area for Sail planes and kept the oval for power models. HSL was never formed as an exclusive sail plane only club.

I have flown only Electric powered models for the last 25 years. Don't own a Stinkey. Current models are ¼ scale Piper Tri Pacer, 2000W electric motor, Piper Pawnee 1/5 / scale 1500W motor, Tiger Moth about 1/6 scale 500W motor, Lanzo Bomber Old Timer, 200W motor. Alloutte 3 550 Trex I-heli, MD500 600 Trex Heli, MD500 500 Trex heli, Navey Huey 500 Trex heli, Squirrel 3 blade head 500 Trex Heli.

These models keep me busy, and I still get a lot of pleasure helping out new aeromodellers and having a yarn at the field, even after 70 years in the hobby.

Regards Keith Lindsay



*Keith's original NSWAA Badge with
1973-74 clasp*

RCAS – How it Happened

*And from Ken Burke comes this very interesting missive of a turbulent time in our history
(via Bob Carpenter – MASNSW President)*

Prologue

Norman J Lyons created the MAA in the early-1930s. Shortly after, Ivor Freshman formed the MFC. Both men quickly added an 'A' after their acronyms to denote their national objectives. It was a time when the Australian public's interest in flying was at its peak: it was the era of Lindberg and Smithy. Various contemporary authorities put the combined membership of the two clubs, when they were at their peak, at between 6000 and 9000 members.

After WWII a new form of model flying emerged that all but wiped out its predecessor. Control line offered the pilot control of the model in the air. It was a revolutionary concept that Australia's youth took to with alacrity. By the 1950s the sound of Frog 100s and ED Bees competed with Black Princes and Green Grocers in parks all over Sydney. The cacophony created was not always appreciated by the non-modelling public. Like the cicadas, the kid who flew his Vandiver in the park didn't belong to any organisation, so there is no way of knowing how many budding aeromodellers there were. By the mid-1960s, when control line had reached the azimuth of its popularity, the CL flyer was older, a member of a club and flying on a club field. There might have been as many as a couple of thousand registered aeromodellers in NSW.

Radio control had been around since the 1950s: it was the decade in which CSIRO staffer, Gil Miles, and a few of his mates created Australia's first Radio Control club, RCMC. But radio remained the province of people like Miles, Marcin and Everett who had the technical expertise to build their own radio system or the financial wherewithal, like Arthur Wild, to buy a seriously expensive import. It remained so until the late-1960 when the first affordable, reliable, commercially produced, multichannel RC systems came onto the local market. They sounded the death knell for control line.

Despite these changes, some aeromodellers still chose to throw their models into air, and should they catch a thermal, bid them good bye. Others, like merry-go-round horses, never tired of going around... and around. But it was RC that attracted the new young blood, and sapped the control line clubs of their youngest and brightest members.

In 1973 when this short story begins, the New South Wales Aeromodellers Association, (NSWAA) was an association of clubs through which it represented all the State's aeromodellers. The NSWAA provided the link between the aeromodellers, through their clubs, to the federal body and the FAI.

A small elected committee; President, Secretary and Treasurer managed the day to day affairs of the Association and a liaison officer provided the Association's annual financial report to the Chief Secretary's Department.

The NSWAA and its constituent clubs operated under the canopy of the charities act. This negated the need for every club and the association to file annual income tax returns. It also inferred that if a club or the Association folded, their assets would go to their nominated charity or worse still, into consolidated revenue. The act was very clear: assets could not be returned to the members of the defunct club or association.

To alleviate the need for every club to have a representative at the monthly association meeting, three separate lobby groups were created, each representing one of the three factional interests that I have alluded to in the prologue. These sub committees, as they were known, comprised the mandatory president, secretary and treasurer, and were probably the most powerful groups in the association. Each sub-committee controlled just one vote, irrespective of the number of modellers it represented.

The way the 1973 registrations were compiled makes it difficult to determine accurately the number of adherents that each subcommittee represented. All that I can say with a modicum of accuracy is that there were 32 clubs registered, of which seven were RC clubs. Ku-ring-gai MFC, a control line club, was the state's largest with over 100 members and free flight, I suspect, had no more than a good handful of the 866 registered members. Whilst there were only seven RC clubs almost every other club had some RC flyers. In both the Wagga, and Cronulla MACs at least half the members flew RC.

After the schism, a new recording system made the breakdown crystal clear. Of the 925 registered members, 575 were RC, 293 CL and 57 FF.

Background

Early 1973

The NSWAA Executive Committee decided, probably with the best of intentions, to take the Association from the tax shelter of the charities act and incorporate it as A Company Limited by Guarantee under the companies' act 1936. No doubt the NSW Executive had the support of FF and CL who usually voted as a block, and invariably supported the Executive.

On 20 March the NSWAA Secretary wrote to the subcommittees, advising them that it had called a Special Executive meeting to discuss a draft memorandum and articles of association in preparation for incorporation. The meeting was set for 2 April 1973. At this meeting FF proposed and CL seconded a motion to have 50 sets of the draft documents printed, and a copy sent to each club.

In late April the NSWAA Secretary wrote to all Club Secretaries advising them that within 14 days they would receive a copy of the draft memorandum and articles for the proposed incorporated body. The NSWAA requested that every club hold a special general meeting to debate the document, make any suggestions the club members thought appropriate then sign and return the documents to the NSWAA prior to 30 June. In the final paragraph, the NSWAA Secretary explained the benefits of incorporation in these words:

“Basically, incorporation limits the liability of each member of the NSWAA. However there will no doubt be spinoffs from incorporation leading to facilities to be used by all members with the ultimate goal being a NSWAA flying field.”

The NSWAA Management Committee would then convene a special meeting to study the returns, and from them develop a final draft that it would submit at an extraordinary general meeting or the AGM for ratification. The NSWAA's solicitor would then be briefed to carry out the legal work.

On the same day, 24 April, the NSWAA Secretary also wrote to the Association's solicitors, advising them that the Association was proceeding with incorporation and asking that 50 copies of the articles be printed. These were duly received and circulated with an 'Authority to Act' form.

On Mayday the NSWAA Secretary again wrote to the solicitors, officially requesting that they act for the Association in the matter of incorporation. They agreed and asked for a \$150.00 retainer, which was sent at the end of June.

By 6 May the NSWAA had received correspondence from at least two clubs advising that they were not in favour of incorporation.

By the middle of the year the Executives of the RC clubs were incensed at the manner the NSWAA was pushing its incorporation barrow, without providing any information as to the benefits or otherwise to the members. Whilst they could not prove it with hard numbers, the RC clubs knew intuitively that there were more RC flyers in the association than FF and CL combined. Yet, they effectively had no say whatsoever.

On 21 September a letter devised by four RC clubs, and containing four foolscap pages of irregularities and noncompliance with the constitution by the NSWAA Executive was sent directly to the Association's solicitors. They immediately passed it on to the NSWAA, with a covering note asking for further instruction. A few days later the NSWAA secretary, clearly flummoxed, asked the solicitor to seek legal counsel's advice as to the best way to proceed with the RC clubs missive.

In April 1974 the solicitor wrote that they had only received one duly authorised 'Authority to Act' and sought advice as to the association's present situation. In October 1974 the solicitor wrote again seeking the same information.

By then a new NSWAA Executive committee was in place, and clearly it had less enthusiasm for incorporation, and in later correspondence with the solicitor, withdrew the Association's instructions in that matter of incorporation.

It seemed to the RC sub-Committee during this period that regardless of what they proposed FF and CL would oppose it and vote against their motion: especially if Association funds were involved. The contest calendar was a particular bone of contention. FF and CL controlled the calendar, and had carte blanche to set dates for their events. That, RC could accept. What they couldn't was that they were prohibited from scheduling an RC event on the same day. The argument FF and CL put forward was that some modellers flew more than one discipline and may want to fly in both events. RC responded by asking for funds to print its own calendar. The motion was lost 2 to 1.

The tipping point came when RC presented a bill for a send-off dinner for a visiting English aeromodelling guru, who had given his time freely in the lecture hall and on the flying field. The RC sub-Committee had the full support of RC Clubs who all knew that RC had contributed substantially to the very healthy NSWAA bank balance. However, when the bill was presented for reimbursement, I for one was dumbfounded when it was knocked back. The feeling or disbelief quickly turned to anger. Virtually overnight that anger spread throughout the RC movement.

Phones ran hot: at short notice a clandestine meeting was arranged at a private home in Sydney's eastern suburbs. The chiefs of all but one RC club attended. Even the older, more level headed Club Executives were fired up at what they saw as an unjust and stupid act that could have only been driven by hubris and spite.

A proposal that RC sever its ties with the NSWAA was met with tumultuous support, and the Executive of the RC sub-Committee was empowered to act on behalf of the RC Clubs present to make it happen; as soon as possible.

It wouldn't have mattered what the NSWAA or MAAA proposed, or whether we got a share of the NSWAA's funds. We didn't even care if they tried to use their usual big stick and threaten to withdraw their insurance. We had already checked and knew we could get our own. Nothing! Absolutely nothing would have deflected the radio control modellers in NSW from creating their own association. An organisation they foresaw as a new beginning, untrammelled by outside influences.

The NSWAA was notified, and fortunately the President was astute enough to realise the inevitability of the split, and began setting wheels in motion to ensure it happened legally and with the best financial outcome. There was intense interest at grass roots level throughout the Association. When a meeting of the Association's membership was called to ratify the dissolution of the old Association, and witness the creation of three new separate and independent bodies, a school hall had to be acquired at short notice to contain them. Clever manoeuvring by the State and Federal presidents saved the Association's funds for the benefit of the State's aeromodellers.

During early August 1974, a great deal of frantic behind the scenes work was going on. RC club officials met unofficially to set an agenda, consider a name and decide on a venue for the new organisation's first general meeting. By the end of the month everything was in place, and all eight clubs notified. The inaugural meeting of the newly created RC aeromodelling group was held on Saturday 30 August 1974 at the Gladesville RSL, where, under the name Radio Controlled Aeromodellers Society (RCAS) the NSW radio flyers created their own association, and took control of their own destiny. All eight NSW RC Clubs were present and unanimously approved its creation.

Ken Burke 2014



Upcoming Events



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





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

RC PRECISION AEROBATICS - 2014

The next event in the NSW Pattern calendar for 2014 is at Pitt Town NSW.

The Pattern Event (for precision aerobatics (F3A) is being held at Charles Kingsford Smith MAC Pitt Town over two days on the **Saturday 15th, and Sunday 16th March, 2014**. CKSMAC is located off Pitt Town Bottoms Road, Pitt Town.

Please forward your entry through the NSW Pattern Flyers website or entry@nswpattern.org.au . Please submit your entry by Wednesday 12th March 2014 so that the scoring program can be configured accordingly.

Please note: Bring your own food and drink as there will be no catering at this event.

If you would like to know more about precision aerobatics please visit the NSW Pattern Flyers website (www.nswpattern.org.au) for some great information. If you are new to aerobatics please ring the undersigned for information and suggestions to get started to have a lot of fun and to improve your flying skills.

The event following Pitt Town in the NSW Pattern Flyers calendar we travel to Queanbeyan for a two day contest to be held on the 19th and 20th April 014 at the Queanbeyan Model Aircraft Club. Their field is on Hoskinstown Road, off the Kings Highway at Bungendore. Directions to the field are contained in detail on their website www.flyqmac.info .

As always we welcome any newcomers, who will fly the in the Sportsman Class. The Schedule is on our site www.nswpattern.org.au . If you can loop, roll, fly inverted and perform a spin, come and join in the fun, or just come to watch. Our Members will be keen to assist you in any way.

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



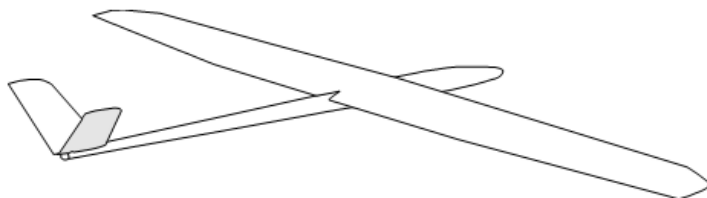
HEATHCOTE SOARING LEAGUE

**NSW THERMAL GLIDER CHAMPIONSHIP &
HEATHCOTE CUP**

SATURDAY AND SUNDAY 29th and 30th of

MARCH 2014

**9:00AM BRIEFING - 9:15AM START, BOTH
DAYS**



150m electric winch, or 150m hand tow.

Competitors to supply own launching method, if possible. 10 min duration in 12 min working time, with graduated 15 metre FAI spot landing.

Silvertone 25mm keyboard in use.

\$20 ENTRY – TROPHIES FOR OPEN AND 2M CLASSES.

This is the oldest thermal gliding contest in NSW. The cumulative score for both days will determine the winner of the perpetual trophy. So come along and participate in the longest running glider contest in NSW.

The field is located on the Old Princes Highway, between the Darkes Forest turn off and the Bulli Lookout. If travelling from Sydney take the Helensburg exit and the field is on the right side just past the golf course. All welcome.

Current MAAA membership required.

FRED LODDEN PH: 02 8576 6431 OR ALAN LOWE 02 9544 7898



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

SPARKS

Cowra Model Aircraft Club

ELECTRIC ONLY fly-in

Sunday, 13 April 2014

If it's battery powered, and it flies, bring it along!

Location - Milroy Field, Canowindra

6km out the Cowra road, or 23km from Cowra side. Turn up
Bangaroo Quarry Rd. Map and further details at www.cowramac.asn.au

PROGRAM

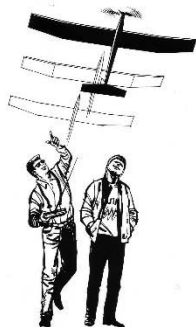
- 08:00am - Gates open for pilot registration and setting up.
- 09:00am - Morning session starts with heli's and multirotor's.
- 10:30am - Fixed wing aircraft flying till lunch.
- 12:00pm - BBQ LUNCH with tea, coffee or can of fizz.
- 01:00pm - Afternoon session starts with heli's and multi's.
- 02:00pm - Fixed wing aircraft flying.
- 03:00pm - Official activities end.

For further information call Mike on 02 63441764, between 5 pm and 8 pm.

The fine print.

There is a \$10.00 registration fee for all pilots. This also gets you lunch.
All pilots must register and show their MAAA membership card before flying.
The Safety Officer has the right to ground any pilot flying in an unsafe manner.
BBQ lunch available for all attendees. Snacks and drinks will be available all day.
You will need to bring your own chair and other comforts. Toilet facilities at the field.

EXPERIENCE THE FRIENDLY ELECTRIC RALLY 2014 National Electric Flight Rally



**Presented by the AEFA in conjunction with
Barossa Valley Model Aero Club**

- Large range of events
- Fun events and competitions
- Meet top Australian electric fliers
- Free flying slots - fly your sports models
- See all events in one location over three days
- * Easter 2014 with free flying all day Monday

Events include three levels of electric gliding including a low key Radian event, LEG and the new F5J event, four electric old timer events, electric scale, electric scramble, electric foamy pylon, social activities and dinner

For full information consult: www.aefanet.com

Please note two rounds of the Picton Cup, sponsored by Richard Solomon and Harrington Park Dental Care, have been scheduled for Sunday 22 June and Sunday 7 December at the Appin Club field. Richard's idea was to have events close to both the winter and summer solstice - only the December date has been brought forward to earlier in December to avoid the Christmas rush. These events will be the new F5J Electric Glider task, and placegetters will be awarded for each day and for the overall event. A new initiative has been to make a special award to the three best placegetters flying a model of 2.5m wingspan or less, as well as the open class for models up to 4.0m. Breakfast, lunch and drinks are available at the field courtesy of the Appin Club. Entry is \$20 and benefits both the local club and the AEFA. Data loggers are available for loan to anyone who does not have one courtesy of the AEFA.



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 ENTRY FORM is on our web site, which can be printed and mailed or transmitted by attaching to an email. email to scalefunfly@comsoa.com

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 #364 (April 2014) is
Tuesday 15th March 2014.**

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