

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



A great turnout for the March 2014 MASNSW Business Meeting held on the mezzanine deck at the State Flying Field Cootamundra during the Fly In weekend of 7-9 March.

Photo Don Costelloe

Contents

Diary Notes	3
Contacts	3
March 2014 Business Meeting Minutes	4
MASNSW 2013-2014 Events Calendar.....	15
CIAM Flyer No. 1-2014.....	17
Club News	20
MASNSW Fly-In and Business Meeting at the State Field, Cootamundra	20
Learning to Fly.....	26
Upcoming Events	28
COMSOA Electryflying Weekend April 2014.....	28
CMAC Sparks Electric Only Fly-in	29
2014 National Electric flight Rally	30
RC Precision Aerobatics - 2014	31
Leeton Model Jets 25 th Anniversary	32
COMSOA Scale Fun Fly - May 2014.....	33
Twin Cities MAC 7th Annual Autumn Scale Rally.....	34
Pylon – June Racing at Pitt Town	35



Diary Notes

Next MASNSW Meeting

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

Following MASNSW Meeting (incorporating AGM)

Friday 9th May 2014, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.**

Newsletter #365 (May 2014) deadline for submissions

Tuesday 15th April 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

State Field, Cootamundra

Saturday 8 March 2014

Meeting Opened 4.05pm

Attendance: R Masters WPMAC, D Lewis MAS Cootamundra, G Atkinson WRCS, G Hutchinson HMAS, S Norrie NSW SAS, A Locket Cowra MAC, B Heather Cootamundra, M Mittererr RAAFMAC, D Costelloe QFS, T Nolan ROW, R Carpenter, J Pettit SNMAC, B Bishop CMAC

Visitors: S Goulstone RAAFMAC, A Pickette Cootamundra, K Steinman WRCS, D Radford WRCS, C Mitchell HMAS, C Buckley WRCS, R Clark WRCS, T Sparkes WRCS, D Pound WRCS, D Foster WRCS, G James Cootamundra, H James Cootamundra, C Dowds Cootamundra, P Allen Cootamundra, D Schuback WRCS, B Sutton ROW, R Bryant RAAFMAC, G Dillon RAAFMAC, J Kendal Wagga MAC, P Schumacher SSSFA, L Masters WPMAC, J Lewis WPMAC

Apologies: C Ashley CVRCMAC, Aranka Nolan ROW

Minutes: Motion that the minutes of the meeting held on the 7 February 2014 as published in Newsletter 363 be accepted as a true and correct record of that meeting.

Moved: Moved: CMAC **Seconded:** NSW SAS **Carried**

Business Arising: The president opened the meeting and welcomed everyone to the MAS NSW State Field. He hoped that everyone was enjoying the fine amenities and congratulated the Cootamundra club for their efforts to have the field in tip top condition. He also welcomed all the visitors and made special welcome to Jordan Kendal from the Wagga Club who was visiting.

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

Correspondence In:

From MAAA:

- M 1.1 Response from MAAA following enquiry from Lismore and insurance
- M 1.2 Copy of insurance enquiry from COMSOA
- M 1.3 Copy of insurance enquiry from SSSFA
- M 1.4 Minutes of January MAAA Executive meeting
- M 1.5 Confirmation of Meeting in Melbourne with Registrar re MAAA registration system
- M 1.6 Details of the MAAA Club Assistance Scheme.

From other than MAAA:

- C 2.1 T Sparks, WRCS enquiry over the status of aero modelling as a sport.
- C 2.2 P Crandon LMFC, feedback from meeting over AMAS enquiry
- ** C 2.3 F Loden HSL, application for Thermal Glider Championships
- C 2.4 B Tucker, application to remain on the MAAA Heli sub committee
- * C 2.5 A Aston SHMAC, enquiry of glider types for bronze wings glider/power
- * C 2.6 F Regan FFMAC, enquiry as to the reasoning behind the proposed name change
- C 2.7 P Allen Cootamundra, member enquiry (resolved and details supplied)
- C 2.8 B Porman, WRCS response to proposed name change
- C 2.9 G Hoy CMAC, response to proposed name change
- C 2.10 G Green, ROW, feedback on proposed name change
- C 2.11 L Wall, Parkes, Public Display Application
- C 2.12 P Allen, Cootamundra information on mowers for the state field
- C 2.13 R Marshall Wyong River MAC, height extension application
- C 2.14 G Hutchinson, HMAS submission re the name change, and online registration
- C 2.15 A Luckett, Cowra Model Club, submission on name change

- C 2.20 Received completed Large Model Permits to fly forms from the following:
J Kastelan BAC, S Weatherstone SSSFA, E Oram CVRCMAC, D Varian OMAC,
B Birrell FTMAC, E Iov COMSOA, D Strachan OMAC, P Crandon LMFC,
M Locock CKSMAC, G Charlton CKSMAC, M Hase PMRM, T Sparkes WRCS,
J Cooper GCA

Late Permits:

- C 2.21 Received Cancelled Large Model Permits to fly forms from the following:
B Barden BAC, W McGuinness CKSMAC

- C 2.22 Newsletters Received:
MASA, NSW SAS

- C 2.24 Received application for reappointment of Heavy Model Inspectors (25, 50 & GT)
J Starkey 34269, J Kastelan 34190, C Dyer 57170, W Mansell 19818, L Wall 27349,
F Galea 52262, D Pound 27355, R Alder 34339

Late Correspondence:

Correspondence Out:

To MAAA:

To other than MAAA:

Business Arising from Correspondence:

- C 2.1T Sparkes from WRCS, advised that the issue of being a recognised sport has been the subject of VERY extensive discussion and even longer detailed written submissions and critical review of their responses.

In short the definition of sport has been tightened significantly to the point that the competitor must be physically connected with the sporting implement at a minimum. Radio signals do not meet this standard, and even control line has not met the

standard. This has mixed benefits, not being a sport makes us eligible for Government grants, as a sport we would need to compete for far more restrictive funds.

In short all that could be done has been done without success. The MAAA Council has now dropped this matter completely, and we are classed as a recreational activity.

- C 2.3 F Lodden, HSL approval is given for HSL to host NSW Thermal Titles with a current round of the Heathcote Cup, and advertising will follow. (NB The Executive met and approved this event prior to the meeting to ensure maximum advertising time).
- C 2.5 A Aston from SHMAC enquiring about the types of model that can be used for the various wings qualifications, eg electric gliders, and the use of quad or multi rotors for the helicopter gold wings etc. The President who is also the Chairman of the MAAA Flight Training subcommittee advised the meeting that the entire structure of wings and model suitability will be considered by the MAAA Flight training Committee shortly and any changes etc will be communicated as they are approved by MAAA.
- M 1.6 Details of the new MAAA Clubs Assistance Scheme - this has been circulated to all clubs. Note the 31 March deadline

Moved: HMAS **Seconded:** WRCS **Carried**
Reports

Treasurer Bob Bishop

Business Arising from the Treasurers Report:

There was an error in details published in the agenda, this was corrected and the details published in the minutes have been reconciled against the Bank Statement.

There has been a request from the meeting to provide a breakdown of the expenditure over the year into a wagon wheel format so that the members can see where their funds are being spent, it was also requested we obtain the same from MAAA.

The President advised the meeting that we will include this item in the AGM after the books have been audited for the information of all members. We will attempt to obtain the figures from MAAA and circulate when they are obtained.

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

Moved: WRCS **Seconded:** Cootamundra **Carried**

Other Reports:

President Bob Carpenter

I would like to take this opportunity at this meeting to acknowledge the members of the Cootamundra Aeromodellers Association for all the efforts they have put in to maintaining and enhancing the Cootamundra field, on behalf of all members and the MAS Executive. The association makes plans and provides the direction and funds but it is our members on the ground that provide all the members of MAS NSW with the facilities we have. This group of people led by Ray Pettit have done all the local hard work. I have been advised that Ray Pettit is now standing down as President of Cootamundra and we wish him well. I am sure that following his lead, the club will continue to work with the MAS Executive for the continuing future of this facility.

MAS NSW as a member of the MAAA Council has received a proposal from the Free Flight Society for the purchase of a field at West Wyalong. This proposal is for a 750 Acre plot of land that is capable of providing for all disciplines of aeromodelling. A Telecon will be held amongst all members of the MAAA Council this coming Wednesday night to vote as to whether this proposal will go ahead. (Late Notice-The vote from the MAAA Council was to not support the proposal). MAAA has funds to assist in the purchase of flying fields throughout Australia. There are guidelines, however all member clubs need to be aware that if you wish to put forward a proposal that it will be considered. This is the procedure that we used to purchase the Cootamundra facility (which is now completely owned by MAS NSW). With a membership in excess of 2300 and 86 clubs throughout NSW I ask you to consider the idea of a state owned field in the north of the State.

The Executive of MAS NSW is working with our member clubs to consider the new look of MAS NSW and the ways in which we communicate with both our present membership and the future members. This is an ongoing project and we will continue to keep the members updated through our PRO reports. Together with this is the new MAAA membership database and also the move to electronic banking. It is the intention to provide facilities to all member clubs that actually make the administration easier. The final part of this project will be the updating of our Constitution following the communication changes. Our Constitution has not been updated since we became incorporated in 1999/2000 and there have been changes to the NSW Incorporations act during that time as well as technology advances. During the second half of 2014 we will be making these changes to the Constitution and will provide these to all members clubs either late 2014 or early 2015 with a move to have these all ratified at the 2015 AGM.

I know that I have talked a lot about the admin that is required behind the scenes and our goal is to make it all easier within the rules that are in place today. But I wish to emphasize the thoughts of your Vice President Tim Nolan- do not forget that we are supposed to be flying our models and having FUN!

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 incorrect reference previously.

If you are seeking reappointment you are advised that 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.

Currently I have only received application for reappointment forms from about 30% of the current inspectors, all clubs and individuals are reminded of the 30th April deadline for your application to be reappointed as a heavy model or turbine inspector.

Registrar

Dave Lewis

Current Year		New to System	Last Year (Mar 2013)
Seniors (Includes Pensioners)	2273	213	2226
Juniors	111	40	111
No. of Clubs	86		86
Total Membership	2384	253	2327

Note total membership peaked in May AGM at 2394

Chief Flying Instructor Bob Carpenter

The final Instructors course and workshop on behalf of MAAA was held at the Victorian State Field north of Melbourne on the weekend of 22/23rd February and I thank George Atkinson for his assistance. There were trainee Instructors, current instructors, and observers from Victoria the ACT and NSW. This was the last in a series of course held throughout Australia and it leads to a proposal being put forward at the next MAAA Council Conference that this course is made the standard for all Instructor training throughout Australia.

I hope that this is passed at the Conference; we will have provided a consistent standard for training and updating of instructor skills with ongoing technology changes as we move forward. Here in NSW we only have a few nominations for training and we will be working on the timing for the next course. I would like all clubs to contact me through our Secretary and we will schedule a course at a time and location to meet the requirements of our members.

State Flying Field secretary / PRO Steve Norrie

We currently have 8 bookings for the year, with 5 of these still to occur. Those that have attended events have been impressed with the facility and the efforts of the local club.

This meeting has been held at the State Field in conjunction with a fly-in which was attended by about 30 pilots with some partners. The weather was kind to us although the wind could have been a bit lighter, those in attendance did not hold back and had a great weekend. A BBQ dinner was provided by the members of the Cootamundra Aeromodellers Association after the meeting on Saturday evening.

I would like to extend thanks to the Coota club for their work in preparing the field and for operating the canteen for the entire weekend, a job very well done.

If you wish to make a booking to use your state field please send an email to stateflyingfield@masnsw.org with your preferred dates and contact details.

Newsletter Editor Rob Masters

I ask the whole membership to dig deep and see if there's not something you can commit to the word processor and send me. I've used up most everything I had in my back pocket and the bones are rattling now. There must be things that happen at your clubs that are worthy of some photos and a few lines. Surely there are anecdotes about some of the characters, past and present from your patch. Col Buckley from Warringah has kicked the ball off in this issue with his memories of learning how to fly. Even if it's just half a page, it might fill a space that would otherwise be blank. I challenge you, get your name in print.

CASA Liaison Officer Tim Nolan

There have been a number of questions asked about field registrations, these approval are given by CASA and are valid for three years. We are currently in discussion to try and develop a system where these can be done in bulk lots to ease the load on both MAS NSW and CASA.

Public Relations Officer **Aranka Nolan**
Moved to General business for discussion.

Other reports:

MAAA Nationals, Large Scale Pylon Racing Joe McGuffin

The event was held at the MASNSW Inc. State Flying Field Cootamundra NSW on the last weekend in October. The weather was fine and sunny and the field was in first class condition many thanks to the Cootamundra Club.

The MAAA Vice President Tahn Stowe was in attendance to represent the MAAA. Bob Carpenter the President of MASNSW was in attendance and was in control of the Lights and Computer Scoring system. The number of entrants was less than we had hoped for due to a Large Scale Racing event which was washed out in August being held the weekend before and a very popular float fly being rescheduled for the same week end as this event.

After the Pilots and Callers briefing, racing got underway, under the control of Starter Steve Norrie. Though the number of entrants were down the racing was close, sometimes too close. Over the weekend seven rounds were run in all events, though by Sunday afternoon due to the usual loss of model in this type of event the of number of competitors in each event was a bit thin, but that's Racing.

After completion of racing the trophies were presented to the Pilots and Callers the results are as follows:

Formula 1.	First, Jeremy Randle	Second, Tony Jones	Third, Stephen Green.
Extreme 30.	First, Paul Griffiths	Second, Byron Simpson	Third, Garry Kellet.
Extreme 20.	First, Jeremy Randle	Second, Stephen Green	Third, Tony Jones.
Golden Era.	First, Paul Griffith		
North American AT6.	First Jeremy Randle	Second, Garry Kellett	Third Adrian Coggins.
Reno 62.	No place due to no finishers in the first Round!!!!		

Helicopter Committee sub-committee report **Brendan Tucker**
MASNSW Helicopter Subcommittee Representative
MAAA Helicopter Subcommittee Chairman

This year, the hobby has seen dramatic changes with Quadcopters and FPV gear growing at a very rapid rate. The equipment is becoming readily available and the ease of operation allows anybody to operate them without any previous flying experience. Electric helicopters are also becoming more powerful as motor development has progressed over the years, which may also raise possible issues with beginners and overpowered models in the future.

The Heli subcommittee has seen new representatives from New South Wales, Victoria and the ACT. Discussions have involved most states though no correspondence was received from the ACT representative. The committee has been very positive throughout the year and have members have engaged in an open forum discussion putting their topics and opinions forward.

During July 2013 and September 2013 the helicopter community worldwide were shocked by the death of 2 pilots who were struck by their helicopters. The Helicopter Subcommittee moved quickly to produce a safety reminder, reinforcing the MAAA's 9m rule and general flight line safety to ensure

similar incidents don't occur in Australia. The reminder was publicized in all State newsletters and widely received by all pilots as great initiative towards flight line safety.

The Helicopter subcommittee received correspondence from the ACMA regarding the use of illegal frequencies by some pilots in Australia, primarily regarding the use video equipment on non-allocated frequencies as used by pilots, in particular FPV pilots. The email highlighted the possibility that pilots who were using or in possession of such equipment, would be prosecuted under the Australian Communications Act. In response to the ACMA email, the policies and procedures of the MAAA were presented and it was also noted that it was impossible for the MAAA to control the sale or importation of such equipment and that any person not involved with the MAAA was able to purchase such equipment from overseas and may not be aware of the ACMA guidelines for model equipment. No further correspondence has been received on this matter to date.

From June 2013, the Helicopter subcommittee has discussed a need for new Helicopter rules for the competition pilots. Last year, the rules conference was held and there was no new proposal from the previous helicopter committee, meaning the pilots will now be further behind the F3C pilots. As of the 8th January 2014, the FAI approved the new 2014 schedules which will see a larger gap between the MAAA schedules and the new F3C schedules. The Subcommittee sought information from pilots who regularly attend competitions and used the input to provide suitable schedules for both Novice and Advance classes and also proposed the introduction of a new class, Expert, which will provide a suitable option for pilots to progress from Advanced to F3C. In addition to new schedules and a new class, the subcommittee have also included suitable safety rules in the proposal regarding Electric Helicopters and the correct procedures during competition, which were omitted from the 2009 Helicopter Rules as there was no pilot using an electric model. This proposal is currently up for review by the MAAA council.

I have enjoyed the past year with the Helicopter Sub Committee and look forward in continuing my current role within the MAAA Helicopter Subcommittee.

MAAA heavy Model Subcommittee report Tim Nolan

Following on from the National Conference the Heavy Model Sub Committee were tasked to conduct a risk assessment on heavy model and provide advice to the MAAA Council on the relevance and whether or not they should remain or be changed, to better reflect the CASA regulations.

After initially declining to conduct a risk assessment they finally completed a submission to the MAAA and this will be tabled at the Conference in May for consideration, MAS NSW submitted a dissenting report proposing that this entire matter needs to be considered in light of the speed of modern models and also the improving reliability of technology. This is a topic that should provide some robust discussion within the MAAA Council.

Moved: WRCS **Seconded:** RAAFMAC **Carried**

Awards:

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

David Lackner	GCAM	76405
Simon Wiadrowski	WRCS	46344
Kellond Steinman	WRCS	76282
Spencer Shannon	UMAC	76353
Luke Mittererr	HMAS	71326 *

*

The flight test for Luke Mitterer's Bronze wings was completed at the State Field shortly before the meeting and his wings were then presented by the President.

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

Dylan Scully COMSOA 74031

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:

No applications received

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

No applications received

Applications received for approval of MAAA Helicopter Instructors:

No applications received

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

No applications received

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

No applications received

Applications received and approved for MAAA Glider Instructors:

No applications received

Moved: WRCS **Seconded:** RAAFMAC **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:

CVRCMAC Pattern/Aerobatics Camden Jan 2014

OMAC	Old Timers	Orange Jan 2014
SMFC	Pattern/Aerobatics	Fletchers Lane Jan 2014
NSW SAS	Scale	Camden Mar 20

General Business:

The first item of General Business is:

The next Business Meeting and of MASNSW will be held on Friday 11 April 2014 at Dooleys Waterview Club starting at 8.00pm all members and visitors are welcome.

There was discussion concerning the advice from MAAA about the proposed NSWFFS proposal to purchase land at West Wyalong as to how this proposal was being processed and the meeting were advised by the President that a group of three independent persons from within MAAA who are suitably qualified have been conducting a thorough review of the submission and will be making their report available before the MAAA teleconference on Tuesday night.

1) Questions were asked about the structure of MAAA and how MAS NSW fits into this. The Vice President then gave the meeting an overview of how MAAA comprises ordinary members (the various State bodies, and in NSW CLAS, NSWFFS and MAS NSW). Each State has 3 votes, with the exception of NSW (because of the 3 bodies they each have one vote). This means that MAS NSW with somewhere more than 22% of the MAAA affiliate membership has one vote in 24. It is interesting to note that VMAA, MAAQ and MAS NSW hold almost 75% of the affiliate membership of the MAAA and have only 7 votes out of 24. The remainder of the membership is made up of MASA, TMAA, ACT, AWA and the NT, these groups have a total membership of some 2500 affiliate members.

Questions were also asked about the benefits of being with FAI, the associated costs and the benefit to individuals who were not interested in International Competition. It was also asked what the benefit is for the average club member with the MAAA Secretary jetting off to Switzerland twice a year for CIAM meetings, and where is the benefit for us? The meeting was advised that it enables events such as the world Control Line Championships, to be hosted in Perth in 2016. The president provided a general breakdown of these costs to each member and also our relationship with ASAC and it benefits for members. While it was acknowledged that it has been of some benefit members where asking is it still relevant?

2) From the Public Relations Officer an update on the reworking of the MAS NSW website has been covered by the President earlier and in previous meetings. While we are initially looking at the web, our website and our public profile, if we are going to refresh these then we should also consider the name and ask does it truly reflect what we are or where we want to be/go? There were a number of submissions received and they have all been included in the mix. Because of the tight time lines they will be circulated ahead of the minutes to keep the momentum rolling.

The New Name

If you consider the number of acronyms that are used to define different groups in the aero modelling sport it is not surprising that new comers are confused and that unless you are in the know about what they all stand for and who they represent you are completely on the outside.

For this reason I strongly suggest no acronyms in written form and where possible the full name is used.

Brain Storming Session

Are we a group, club, association, community, collective, circle, crew, league, posse, co-operative, tribe, alliance, or as one suggested a guild.....?

Should we include the term Radio in our name? Is Miniature appropriate given the size of some of the models? Are we a Sport; should we call ourselves a Sport? The meeting was given an overview of the significance or lack of in using the name sport. The use of it was originally used in an attempt to secure possible funding sources, but this was rejected on two occasions for various reasons. But this does limit us from using it if that is what we want to do.

Emotions:

Participating in this sport includes the following emotions:-

“Quiet and Happy” when building, particularly the balsa/ply wood construction.

“Excited and Nervous” when flying while fully concentrating.

“Joy” when I make a good landing and the peanut gallery CLAPS!

“Proud” when I make a contribution to a club or a group of modellers which has meaning and effect.

“Satisfaction” spending time with my closer modelling friends.

“Sense of Belonging” being part of a something special, creative.

Being able to share the experience and joy of flying, with? Friends, family, community, schools, community groups.

The Executive are still compiling a short list of names and these will be circulated to clubs shortly for input.

There being no further business before the meeting, the meeting was declared closed at: 5.25pm



Luke Mitterer receiving his Bronze Wings from MASNSW President and CFI Bob Carpenter during the recent Fly In at the Cootamundra State Field

MASNSW 2013-2014 Events Calendar

(Compiled 22/3/2014)

- 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

29-30	Heathcote Cup (Open and 2m classes)	Maddens Plains	Fred Loden	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
11	MASNSW General Meeting – Waterview-Dooleys	Silverwater	Bob Carpenter	02 4577 6612
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

2-4	Leetons 25th Anniversary Jet Event	Leeton	Stephen Guest	0428 696 402
3-4	Veterans Gathering	Muswellbrook	Phillip Thichtener	0417 725 981
9	MASNSW AGM – Waterview-Dooleys	Silverwater	Bob Carpenter	02 4577 6612
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 Gratten Field	Dave Paton	07 3245 5991
13	MASNSW General Meeting – Waterview-Dooleys	Silverwater	Bob Carpenter	02 4577 6612
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

11	MASNSW General Meeting – Waterview-Dooleys	Silverwater	Bob Carpenter	02 4577 6612
12-13	NSW Pattern Flyers – Aerobatics	Wingham	Felix N.	0428 880 633
19-20	Golden West Old Timer	Parkees	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
2-3	Gunnedah scale rally	Gunnedah	Paul Hartley	0438 421 926
8	MASNSW General Meeting – Waterview-Dooleys	Silverwater	Bob Carpenter	02 4577 6612
16-17	NSW State Titles F4C/F4H/Open Scale	Richmond	John Rolfe	02 9734 6288
23-24	August 2014 Scale Rally	Tamworth	Richard Exler	0438 314 882
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
12	MASNSW General Meeting – Waterview-Dooleys	Silverwater	Bob Carpenter	02 4577 6612
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	
21	Sportsman Pylon (Q500)	Richmond	Peter Kerney	0407 013 230
27-28	Grand Slam IMAC event	Gunnedah	Chris Rutter	0427877079

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
10	MASNSW General Meeting – Waterview-Dooleys	Silverwater	Bob Carpenter	02 4577 6612
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
8-9	Waraldia Fun Fly	Waraldia	Barry Power	0488 688 377
9	Shoalhaven Shield & 2m Glider Millennium Cup Rd 7	Bomaderry	Ian Avery	02 4232 1093
14	MASNSW General Meeting – Waterview-Dooleys	Silverwater	Bob Carpenter	02 4577 6612
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

12	MASNSW General Meeting – Waterview-Dooleys	Silverwater	Bob Carpenter	02 4577 6612
13	F5J Picton Cup Rd 2	Appin	Bill Gibson	0435 439 377



Steve Goulstone's (RAAFMAC) Stearman about to touch down at the March 2014 MASNSW Fly In.

CIAMFlyer

Introduction to
the Model Aircraft World



No. 1-2014

To compensate the assymetrical forces

Around the era of 1950 some single engine fighter planes were fitted with two contra-rotating coaxial propellers in order to compensate the serious troubles caused by the assymetrical forces of their extremely powerful piston engines, normally swinging just one huge propeller. Mostly the late production Spitfires, determined to operate from aircraft carriers, were powered that way and are a nice example for this development.

Forgotten completely

Although the concept could really resolve the problems it was aimed to in quite a few projects, success was limited to the insufficient rigidity of the complex gearboxes, while the tremendous forces caused by the two propellers plus the destructive vibrations from the piston engine just loved to shake such drives apart. Moreover at those times, jet engines were coming-up widely and high performance piston engines were dropped from the wish lists finally. The coaxial drive wasn't forgotten completely though, since in later years a few multi-engine aircraft employed contra rotating props combined with turbo-prop

engines while taking advantage of the higher efficiency over single prop systems. Finally, contra rotating rotors are a quite popular answer to the specific requirements in helicopter design.

F3A Application

As an active F3A-competition pilot always eager for higher scores, technical refinements must help me to compensate what skill can't achieve. My experiences with electric drives in F3A finally lead to the idea to pick- up the contra-rotating propeller (coaxial drive) system with the target to improve in-flight appearance and to facilitate



model airplane control as much as possible from the propulsion's side. In this article I avoid to bore readers with the full history of crucial experiences, the numerous hours invested in CAD-design, component machining and test flying with an almost uncounted variety of propeller combinations. Instead I will concentrate on the basic technique and significant properties of my coaxial drive system, named „E-Factor E-F-503“.

Technical Set-up

One brushless electric motor (Hacker C50 modified) matched to a double stage gearbox



CIAMFlyer

(E-Factor) with two coaxially positioned output shafts, driving two contra rotating propellers (E-Factor) of 22" diameter.

System mass including two propellers and spinner (less ESC): 875 g Propeller rpm each at max. power static: 3.800 rpm Input current at max. power static: 85 A. With this fact in mind, it just seems logical to ideally seek for a propulsion which works as symmetrical as everything else is doing in F3A model airplanes: A coaxial drive propulsion. But does it really work symmetrically? Is the rear propeller able to produce the same thrust as the one in the front? And if so, do they rotate at the same or at least almost same rpm? All these questions can be simply answered with „yes“. To explain a complicated and not linear science like aerodynamics is too much for here, but to imagine that the the front propeller accelerates or compresses the air in a spiral stream backwards and that the rear propeller runs right into that in the opposite direction, delivers a vital coherence of the systems' function. Of course, the mechanical layout of the gearbox had to be designed to produce upon conditions and to sufficiently resist the forces created by the mighty 22" propellers and the powerful motor. Also, the drive had to be designed in a way the two propellers would not work

against eachother, which would result in significant loss of efficiency.

Particular effects of a coaxial drive in aerobatic flight

Due to the equal share of torque between the two contra rotating propellers, no torque (or counter torque) is transferred from the motor to the model airplane.

Propeller Airstream

The spiral airstream around the longitudinal axis of the fuselage normally created by a single propeller is compensated and straightened here by the second propeller. As a matter of fact, there is no side thrust necessary, the motor is installed absolutely straight into the fuselage. All that results in a smooth and straight propeller airstream, in parallel to the fuselage and delivering a practically symmetrical air flow as well as along fin and rudder.

Gyro Effect

When an airplane with a single propeller system is pulled or pushed into a loop the propeller's gyro forces yaws it to one side, applying some rudder resp. elevator deflection. With a correctly operating coaxial drive, the gyro forces from the two contra rotating propellers are compensated to zero.

P-Factor

In most flight conditions the model airplane doesn't head exactly in parallel to the environmental air movements, i.e. under crosswind influence or pull/push or yaw conditions. As a result, propeller blades going through one radial sector of the propeller disk work with a higher induced pitch than the blades going through the opposite sector at the same time. With a single propeller this creates an asymmetrical pull force tending the model airplane to deviate from the ideal flight path. With a coaxial drive, this effect is compensated by the second propeller.

Airspeed Potential

To achieve best propeller efficiency, the diameter should be large and to achieve a high flying speed, especially in strong wind conditions, a high pitch is necessary at reasonable rpm. With a single propeller system the increase of diameter and pitch would simply increase all the upon mentioned disturbing asymmetrical influences, but with a coaxial drive the compensation of all the nasty propeller forces allows to employ much larger diameter and pitch.

Airbrake

The coverage of the propeller disk is doubled by the blades of the second propeller, and in combination with large propeller diameters this results in a significantly increased brake effect in vertical downlines. A very nice feature to achieve a constant speed flying style.

Soft Sound

The combination of large diameter, high pitch propellers, operating at relatively low rpms produces a low and soft sounded propulsion, rather suggesting a multi cylinder piston engine installed than an electric.

The Coaxial Drive in F3A Competitions

The first time I used a prototype



CIAMFlyer



of the E-F-503 coaxial drive set-up in the competitions to the German Championships 2006. It was installed in my unique „Excalibur“, personally built by Günther Ulsamer for me. I was lucky to finish 8th, 12th, and 5th that year.

In 2007 I employed a refined prototype in an ZN-Line „Oxalys“, however, flying was very limited that year due to my job commitments.

Among the world's top pilots it was the Italian Champion Sebastiano Silvestri, who had smartly discovered the potential of my coaxial drive that same year and it was an exiting experience to have it installed in his SebArt „Angel“ and to see him very successfully finish 5th at the 2007 F3A World Championship in Argentina.

What Came Next

Based on these great results, my cooperation with Rainer Hacker and Sebastiano Silvestri resulted in the production version of the E-F-503 and it is a pleasure to see the system being used by an increasing number of F3A competition pilots year by year. Meanwhile it helped Sebastiano

and a number of other pilots to succeed splendidly in various competitions and championships like young pilots Marco Mazzucchelli or Robin Trumm to finish German F3A Champion twice in 2012 and 2013 and settling among the top ten at the F3A World Championship in South Africa. F3A World Championship in South Africa.

By Michael Ramel, active F3A competition pilot having introduced electric propulsions in 2x2m F3A models in year 2000, currently Chairman of the FAI/CIAM Subcommittee F3 R/C Aerobatics comprising classes F3A, F3M, F3P, F3S.

Public Letter 1/2014 -
www.fai.org/aeromodelling/ciamflyer
Editor: Emil Ch. Giezendanner
editor@modellflugsport.ch



Club News

Col Buckley (WRCS)

MASNSW Fly-In and Business Meeting at the State Field, Cootamundra

It was the second year MAS has put on the Fly-In at the State field in Cootamundra. Last year, at the inaugural event, it was so windy few even removed aircraft from cars. As I drove down, I hoped for decent conditions so we could strut our stuff. We being a large contingent from the WRCS club located in Sydney's north and we love to travel to other venues & enjoy their hospitality.



Friday conditions were good with a steady blow from the north but it was clean air with few bumps. A sprinkling of pilots took to the air - fine tuning their aircraft for the weekend.



Saturday saw clear bright conditions and by 8.30am there were around 20

eager pilots at the flight line. Tim Nolan gave the briefing and it was all about having fun. No registrations, paperwork, categories, judging etc.



Just fly as often as you want to. This lay-back formula works very well and it was good to see Gold Wings, Bronze Wings & even some on buddy cords flying side by side. The sun is a hurdle early on but soon climbed into the sky and was not a bother. The wind, once again was steady but manageable



from the north. Large petrol driven machines were followed by nitros and there was some spectacular electric aircraft that seemed to travel at Mach.

Glider towing, aircraft with smoke, twin engine bomber, 150" aircraft, WW1 & WW11 warbirds all made for good entertainment.



For lunch we had a choice of sausage/steak sandwiches as well as hamburgers. For those with a sweet tooth, cakes were on display and looked very inviting. Coffee, tea, biscuits & soft drinks were on tap all day to keep us hydrated. At 4pm, the



March MAS meeting was held & a few pertinent points arose from the large visiting contingent. All questions were



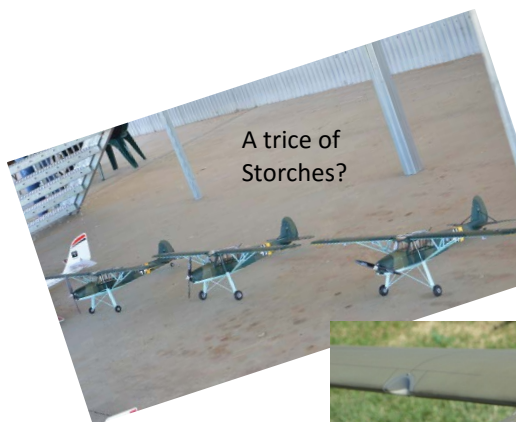
answered by a very capable committee and I'm sure all were appreciative of actually putting faces to names and engaging in one to one discussions after the meeting.



Sunday was a carbon copy of Saturday. The sun shone, a few puffy clouds scooted across the sky and we all took advantage of great flying conditions. Most flew till lunch and then set off for the trip home.



The facilities at Coota are second to none. What airstrip can boast flush toilets, hot showers, a viewing deck as well as shaded pit areas? The airstrip was beautifully mown & our sincere thanks go to the local Coota Club for being the Hosts with the Mosts. Thanks also to MAS NSW for putting on the event & we have booked our accommodation for next year.



Michael
Mitterer's
Giles



Rod Bryant's
Midget Mustang



Steve Goulstone's Stearman



Dave Lewis' HK Storch







Learning to Fly

Col Buckley (WRCS)

The plane went right. I slammed in more right then realized I was going the wrong way. Subconsciously I jammed the throttle up and the engine started to scream. The trainer climbed and I was told to bank into crosswind. I hit the elevator and the model nearly flipped over. I gave a huge dose of rudder when it should have been aileron. It was my very first time on the buddy box. I was terrified. The bucking bronco was doing all sorts of manic manoeuvres and I had absolutely no control.

Here I was at my new club, first day learning to fly a radio controlled model. The previous night I was actually looking forward to flying. After all I had a real pilot's license and flying models HAD to be a lot easier. Maybe a few days with an instructor, then solo & within a week I would be an expert. WRONG!!! When flying full size - I solo'd in three months. With Radio Control - it took me eight months and two models to get my Bronze Wings. Now, as a qualified Gold Wings instructor, I look back at that wonderful experience of learning to fly Radio Control and fondly remember all the highs and lows of the experience.

Each week I was one of the first at the field. Each week I meticulously assembled my badly built high wing trainer and ran the engine. Then the long wait till an instructor became available. He checked out the plane, connected the buddy system, took off and then uttered that frightening phrase, "Your aeroplane". Ten seconds later - words I would hear often, "OK...I've got it" gave me some relief. Whilst still gathering my wits and trying to stop my body convulsing, my instructor calmly stated, "Ready? Your aeroplane". Fifteen seconds later the plane was now inverted, facing down engine going full bore. "OK...I've got it". My sweaty hands relaxed their death grip on the transmitter. I could feel all energy drain out through the soles of my

shoes. My mouth simulated the Gobi desert. I had just gone ten rounds with Mohammed Ali.

Would I ever get the hang of flying model aircraft? What happens if I slam it into the pits and kill someone? Technicolor dreams crashing 5m, multi-engine aircraft into the local shopping Mall woke me at night. My instructors had the patience of a saint. I would do silly things again and again much to my annoyance. I was convinced that glued-together collection of balsa/ply/engine up there had a mind of its own. It was on steroids and whatever command I gave, it disobeyed. I was reacting (late) when the model went awry. My twiddling the sticks seemed to upset the model even more and as payback it would pitch and roll violently or start screwing earthwards. My instructors were more than kind. "That last flight you seemed to get the hang of it" or "You're starting to fly closer now so at least we can see which way up it is". I worked hard on the simulator back home.

Then one weekend, I drove home from the field on a high. For the first time I felt I actually had some control. I was completing circuits at roughly the same altitude. In fact...I was starting to enjoy the experience. Following week, full of new found confidence, I flew and realized that I was kinda taking the dog for a walk - it was not taking me.

We then proceeded to landing patterns. With breath held, heart hammering, I guided the plane near to the ground. I had never been this low before. My clammy fingers fumbled on the sticks as I came in over the threshold. My instructor had no time to rescue the aircraft as I, for some reason only the Gods know, gave full down elevator. She hit hard and cartwheeled. As we walked over, I started to pick up splintered wreckage. Plane number one had just gone to Heaven.

The second trainer was a lot easier to build. I was told not to use the old crashed servos & receiver but I did. I also found out that epoxy can be removed with methylated spirits. This made the plane look a lot cleaner without blobs and streaks of surplus glue all over it. I watched the instructor go over it with a fine toothcomb. He took off. The maiden was as smooth as silk. Then I was back on the buddy & it was the last time, for a while, it was flown that smoothly.

We did a few circuits to get me back on the horse then set up landing patterns. Once again, every orifice in my body tightened. Please God, don't let me destroy this plane on its first day out? After some aborted efforts, I eventually did a passable approach and instead of going round, my instructor announced, "Land it". I flared too early, the plane stalled about a meter from the ground and clanged in. I went to pick it up. No damage except for a splayed undercarriage. My instructor shook my hand congratulating me on my very first 'clanding'.

Wow. I had flown, landed and still had a plane in one piece. Miracle. The instructor took off and we did a few more landing patterns. When I did adequate approaches, I was instructed to land. I was fairly relaxed and flying by instinct, the whole exercise getting much easier. I then did a few take-offs plus loops and rolls. After a break, as I gathered up both radios to fly again, my instructor said, "No...just take your radio". Vivid images of smashing into the local mall flashed briefly. However, I was so focused, fear took a back seat and I completed my first solo. I landed and taxied back with a smile larger than a split water melon. As I drove home, I glanced in the mirror at the model and silently thanked it for behaving so well.

The next week went slowly. I counted the days before my next fly. I prayed the Weather Gods would conform. Saturday was cloudy with a stiffish breeze from the south-east. I put my plane together and ran the engine. It revved

then cut out. Dam!! I fiddled with it for ages. Ran well then died. My instructor turned up & I told him of the problem. I was desperate to fly. In under a minute he found the problem. I had the tubes mixed up. The clunk went to the exhaust & the breather went to the engine. A quick swap and the nitro purred like a kitten. "OK – Let's do your Bronze Wings. Bit of a southerly but you'll be right". Bronze Wings. Southerly? Was I ready? Was I good enough? Yes I was, I nearly convinced myself. I looked at the windsock. It was just below horizontal - around 30 degrees off-centre from the strip. After a answering few questions, I started the engine and carried the plane to the exit. All my concentration was channelled into this flight. An atomic bomb could have gone off but I wouldn't have heard it. I taxied out & lined up. After a few deep breaths I eased up the throttle and she started her roll.

I landed and taxied back. During the test had to repeat a couple of procedure turns due to crosswind but at least the aircraft was in one piece. After cutting the engine, I shook my instructor's outstretched hand. He reminded me this is just the beginning of a long journey. At long last I had my wings.

Everyone there shook my hand and patted me on the back. I took a large swig from my drink bottle to release a parched tongue from a dried-out palate. I felt knackered. I didn't fly again that day. I sat, still beaming and watched others fly. Back home I dashed in, hugged the wife and declared, "I have my wings. Yippee!".

Upcoming Events



ELECTRYFLYING WEEKEND

5/6 APRIL 2014

5th April - Saturday

Electric Pylon Racing

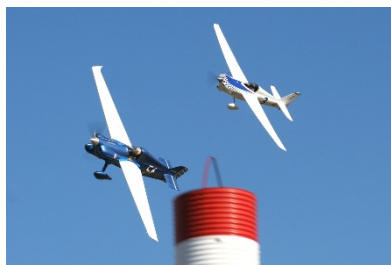
Timing gear and lights supplied by the NSW Pylon Association. Races will be organised into the following electric pylon classes:

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

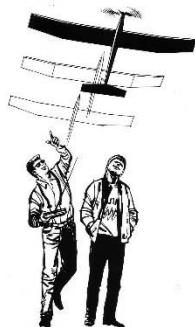
- 08:00am - Gates open for pilot registration and setting up.
- 09:00am - Morning session starts with heli's and multirotor's.
- 10:30am - Fixed wing aircraft flying till lunch.
- 12:00pm - BBQ LUNCH with tea, coffee or can of fizz.
- 01:00pm - Afternoon session starts with heli's and multi's.
- 02:00pm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



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

RC PRECISION AEROBATICS - 2014

Well, the premier event for the year, the APA Masters pattern event has been run and won at the Twin Cities MAC at Albury NSW. What an exciting three days it was. Congratulations to the winners, placegetters and all who gave it their best shot. The results are on the NSW Pattern Flyers website www.nswpattern.org.au, and will also be published in the next newsletter.

Our next event is to be held on the on the **19th and 20th April** 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. The competition there last year was a great event albeit a little chilly, so we encourage you to come to the Queanbeyan MAC again and have a roaring event around the 44 gallon drum filled with burning wood.

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

In May, we go to Coonabarabran where the locals always make us very welcome. The Coonabarabran event is on the 24th and 25th of May.

Other event dates for 2014 have been firmed up, please refer to the NSW Pattern flyers website (www.nswpattern.org.au) or in the MAS NSW Rolling Calendar.

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

LEETON MODEL JETS
FROM FANS -1989
You had to be there!
ANNIVERSARY
To FLAMES-2014
You gotta JET there!
25TH
2nd-4th of May 2014
Fly from Dawn till Dusk
Night FLYING!!!
Trophies & Prizes
Smell the Nitro of DF
Bring back the Nostalgia!!!

All Ducted Fan and Turbine Model Pilots, Pilots crew, models and Spectators Welcome!

For Accommodation, www.booking.com/Leeton-Hotels
Please call any of the Event coordinators for

Commemorative Polo shirts orders and Catering numbers.

Stephen Guest W: 02 6953 4352 or Mob: 0428 696 402
email sgu45889@bigpond.net.au

Ken Mollison KMRC JETS Mob 0408 998 689
email kmrcjets@gmail.com

Peter Papas Mob 0411 882 255
email peter@paps.com.au

Location : Brobenah Air field North of Leeton



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.



Autumn is the perfect time to visit the BorderRegion and fly in ideal weather conditions
This is a no competition rally open to all Scale Models, including ARF's and Non Builders
of the model entries, so bring them all along ,even if it looks scale,come and fly.

Current MOP certificates will need to be sighted for models exceeding 7kg

Dinner Saturday night at a local Restaurant

WWW.TCMAC.COM.AU

Contact : David Balfour 0407953903



NSW PYLON RACING **CLUB inc**



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

CHARLES KINGSFORD SMITH MODEL AIRCRAFT CLUB Inc.
Located on Pitt Town Bottoms Rd, Pitt Town

Sunday 1 June 2014 – 9:30am Pilot briefing

Practice from 12 noon Saturday 31 May 2014

PLEASE NOTE – ENTRIES BY 9:00am SUNDAY

Must have current MAAA membership

Entrants and callers must bring hard hats

No motor starts before 9:00am or after 5:00pm

FUEL SUPPLIED ON RACE DAY

PLEASE NOTE NO CATERING AVAILABLE

BRING YOUR OWN FOOD AND DRINK

Novices and New Racers Always Welcome

Contact: Peter Kerney **0407 013 230**

Or check out the Web site

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

Further 2014 dates:

Nowra 28/29 June

Pitttown 2 – 3 August

Richmond 21 September

The two Marulan dates TBA

**Deadline for submissions to
Newsletter #365 (May 2014) is
Tuesday 15th April 2014.**

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