

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



The Cootamundra State Field's resident baby magpie is becoming quite friendly
Modeltech Sukhoi, Super Tigre 90 and JR 10X and magpie

Photo Grahame James, Cootamundra

Contents

Diary Notes	3
Contacts	3
President's Report 2013/14	4
MAAA/MASNSW Fees for 2014/2015	7
May 2014 Business Meeting Minutes	8
2014 Annual General Meeting Minutes	14
Auditors Report for the Year ended 31 March 2014	25
MASNSW 2014 Events Calendar	29
Club News	31
Cowra MAC Inaugural SPARKS Day	31
National Electric Flight Rally	32
Be Careful What You Wish For	34
Upcoming Events	35
Warwick Paynter Memorial Fun Fly	35
RC Precision Aerobatics RAAF Richmond Event	36
Pylon – June Racing at Nowra	37
HMAS Fly In and Boot Sale	38
Pilots Choice Scale Rally	39
For Sale	40



Diary Notes

Next MASNSW Meeting (incorporating AGM)

Friday 13th June 2014, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.**

Following MASNSW Meeting (incorporating AGM)

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

Newsletter #367 (July 2014) deadline for submissions

Tuesday 17th June 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

President's Report 2013/14

Firstly I would like to thank all our member clubs and individuals for the support you have provided to your executive during the past year. I would like to take this opportunity to give a basic State of the Nation Report and then provide you with the way I see the future of aeromodelling in NSW and Australia. This will highlight the areas where I believe we need to place most emphasis over the coming years.

Membership: You will see from our Registrars Report that we have continued the steady growth of our membership. We also have The Wagga-Wagga Club rejoin us which is great to see and we welcome them back. I am aware of other clubs discussing joint membership with other organisations to save money over good management. It appears from our numbers and members that we are providing the service you expect. I can assure you that this executive is looking to provide what is requested from our members.

We will discuss the Constitution later in this report but for all Club Secretaries I need to bring to your attention that our current Constitution states that all clubs who are members of MAS NSW will join all their members through MAS NSW. This means that you cannot have partial membership of MAS NSW. This is not new but has been in the constitution since its initial acceptance in 1999. The Constitution is available on our Web site. The reference is: Constitution sect 2.1.2a

Working with MAAA: The overall governance of aeromodelling is provided through MAAA and within the state by MAS NSW. MAAA has been around in various forms since the 1930's. We have developed over that time to an organisation representing 10,500 individuals throughout Australia. I believe at the moment that MAAA is in a transition mode and is developing changes to the way in which we do business to meet the

requirements of the 21st century. Members of your executive represent your views on the various committees. We will continue to put forward the views of our members but to ensure that we are doing this I will ask that you continue to put forward your views and ideas for improvement.

MAAA Grants and Loans: I am sure that you will have heard lots of discussions over the past year regarding the MAAA finances and their use to support clubs. The field account is very substantial at the moment and a portion of your fees go to increasing this account, together with any income left over from previous years. The money is there to support any request for field purchases that meets the guidelines of the MAAA. The biggest problem we have is that there is a lack of submissions from Clubs or State Organisations. The money is there but we need applications to make use of the funding. Likewise we have been continually asked why the MAAA does not provide grants to clubs for improvement projects. All such organisations work under the incorporations acts. For MAAA it is South Australia, which prevents any funding being provided to members directly. However, we have now identified the way forward and commenced a system where a series of grants will be made available to our clubs for improvement projects. At the MAAA Annual Conference this year MASNSW Clubs have three applications for this year's grants system. We intend to expand this in the future.

CASA: We have had a very productive year working with CASA and I will leave the details for the report in this area; however it is CASA that have provided MAAA and through them MAS NSW with the status of being a Recognised Aviation Administrative Organisation (RAAO). We are the only aeromodelling body to achieve this status and through this we are able to provide some services to our members without working

directly through the CASA bureaucracy. There are some members and clubs that have had to take advantage of this service during the current year.

Competitions: We continue to host competitions for our members. It is a sign of the times that a very small percentage (3%) of our members are now involved in formal competitions. We will continue to support competitions but we will be looking for the Special Interest Groups and individual clubs to take a more active part in this scene.

State Field Cootamundra: We have an excellent facility at Cootamundra and we are continuing to receive great reports from all who use this facility. It is wholly owned by MAS NSW and since paying the loans off we have improved the infrastructure with a mezzanine floor, toilets and showers, and a watering system. But, like all expensive facilities we need to work within our budgets and during the next year we will be looking to provide a mowing system. This will enable our host club to provide the members with a facility that meets our requirements.

Training: MAS NSW developed the first wing system, which was subsequently adopted by MAAA and was the basis of the training system and instructor accreditation. Time has moved on, the types of models we now fly has developed and the type of person becoming an instructor comes from a different path. No longer is there years of building, designing and testing experience. So we have developed a new training system where we train instructors how to teach, and where to find the tools and resources that they require, using the tools of today (internet etc). This system has now been demonstrated throughout Australia and hopefully will be adopted at the MAAA Annual Conference as the new national system. We have put over 250 people throughout Australia through this course and we will continue to use it as the feedback has been extremely positive. I believe that all club executives should sit through the weekend training as it provides many of the answers to the questions we

continually receive from both new and experienced modellers.

Alternate Organisations: Over the past couple of years we have seen the emergence of an organisation that is providing insurance coverage direct to individual members and is advertising as an alternate to MAAA and therefore MAS NSW. This organisation has a small executive that is handling membership for individuals directly. This works well when the membership is small but if any organisation grows it needs to establish services to members and the organisation in a scalable way. At the moment this alternate organisation provides insurance. I would ask all our members to ask themselves “do you want more than just insurance?”; if so, review this report of all the areas you have access to before you make up your mind as to which organisation you wish to join.

Finances: Our Treasurers Report will show that MAS NSW has been able through efficient management to make a profit this year. This is at the same time as providing all the services to members. This executive is not working to make large profits or build large bank balances, but at the same time we are asking for fees that meet all our plans for the coming year. Any large bank balances come from your funds. I would rather reduce fees in the years when we do not need them and then increase them as required for projects. This year we will be recommending no fee increase. A discussion point is to review the printed newsletter as the cost of production and posting is becoming a larger proportion of our annual budget. We are suggesting that this coming year 2014/15 will be the last year of a printed newsletter. Any such decision will be made over the months leading to next year's AGM when the costs are more readily able to be forecast.

Banking: At this AGM we will providing to all clubs details of BSB and account numbers with the ANZ bank. We will be moving all our banking to the ANZ where we have established electronic payments together with our regular methods. These changes will

allow both receipt and payment by electronic methods and at the same time reducing our banking fees. Where possible we will no longer be issuing cheques but making all payments, after approval, electronically. Our Treasurer will advise these details.

The Future

Where do we want to be in 5 years?

Our membership is currently slightly in excess of 2500 individuals in 87 clubs. This shows me that we are a strong and active organisation. But when we look at the demographics, and these are basically the same at most clubs and also other state organisations, we are getting old. Our average age is in their 60's and we are providing them with the services they require.

But what of the future? I believe that there are three areas for growth or replacement and they are: Juniors, those in their 20/30s, and those mature age people approaching retirement or a change of lifestyle.

The Juniors – we need to improve our programs for education and training of the juniors as a seeding ground, not as the main thrust of our programs. It has been observed over the years that our juniors mainly stay until they reach the age where cars and other interests take over and then they leave. We are really showing them what the sport is about so that they return in the future. Not many juniors stay all the way through. They also need Mum or Dad to drive them to the field. This is not always possible on a regular basis when family balance is involved.

The 20/30s – These are the experimenters of today- they push the limits and if you reflect on the history of aeromodelling this has been the area that brings the changes. Look at the technology of today and who is using it and pushing the boundaries. It is the 20/30s. But do we make them welcome at our clubs?

The Mature person – These are those who have always wanted to be involved but life got in the way. Now that the kids have left home or they are approaching retirement and have

both time and finances, they want to join. These are the people that take longer to learn but they bring a life of world wide experience to the fields.

So how do we promote ourselves to all these different people?

Tonight you will see a presentation from our PRO on the need to change the way in which we promote our organisation using the tools of today, such as the Internet, Facebook, web forums and all the emerging technologies. We are also providing the possibility of a name and logo change that more reflects the upcoming 21st century in which we live. This will be a program we have undertaken to make ourselves more acceptable to the modellers of tomorrow. Because the target audience of all this change is not those of you who are in the organisation now, but rather the ones we need to encourage to join and take our place.

As an example which I always use; look at the Bowling Clubs that were around as we grew up. They were vibrant and always had people there. They were sitting on very expensive blocks of land and the clubs had large bank balances. But the sting here is that they resisted change and did not embrace the younger people and change. Many of these clubs are now closed or closing because they cannot get members. Do we want this to happen to our clubs just because we want to feel comfortable as we get older? You can get comfortable with new and we are around to help you understand it.

MAS NSW Constitution: Together with all this change we have reviewed the Constitution of MAS NSW and it is apparent that it has become dated. This document which is the governing rules of our association needs to be brought up to date and we will be reviewing this to accommodate the changes that are decided. It is my intention to have this document ready for review by all member clubs after Christmas, with a view to having it voted in at the 2015 AGM.

Conclusion: Finally I would like to thank all members of the executive for their support and efforts throughout the year. All members sacrifice their own modelling and personal time to provide for the members a system that will never be perfect but is always evolving into a system that, with the best

endeavours meets the requirement of the association.

Thank you all for the privilege of being your President.

MAAA/MASNSW Fees for 2014/2015

At the AGM held on the 9th May 2014, the MASNSW fees were set for 2014/15. The MAAA component has been set at the May 2014 MAAA Council Conference. The amounts due are:

	MAAA	MASNSW	TOTAL	MAAA	MASNSW	TOTAL
	N/L by Email		N/L by Email	N/L by Post		N/L by Post
Seniors	\$60.00	\$40.00	\$100.00	\$60.00	\$55.00	\$115.00
Pensioners	\$60.00	\$40.00	\$100.00	\$60.00	\$55.00	\$115.00
Juniors	\$30.00	\$15.00	\$45.00	\$30.00	\$20.00	\$50.00

Club Affiliation Fee \$25 / Year to be paid by 1st July 2014.

Miniature Aero Sports NSW Inc

MINUTES

Business Meeting

Board Room, DOOLEYS Waterview Club,
Cnr Clyde St & Silverwater Rd, Silverwater
Friday 9 May 2014

Meeting Opened 8.05pm

Attendance: B Carpenter HMAS, T Nolan ROW, B Bishop CMAC, B Thrift CVRCMAC,
G Atkinson WRCS, R Masters WPMAC, D Lewis CMAS, S Hassett CKMAC,
J Randle CKSMAC, S Norrie NSW SAS, M Stone HSL, A Nolan ROW

Visitors: G Hoy CMAC, J Borg CMAC

Apologies: E Ashley CVRCMAC, D Lacey SSME, D Costelloe QFS

Minutes: Motion that the minutes of the meeting held on the 11 April 2014 at Silverwater as published in newsletter 365 be accepted as a true and correct record of that meeting.

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

Business Arising: Spencer Shannon 76535 was given his bronze wings and this was incorrectly recorded as from UMAC, he is a member of the Grafton Club.

Incorrect spelling of the MAAA Vice President - should read Tahn Stowe

The following items were omitted from the minutes:

Discussion about the use of Proxy for the AGM, and that motions need to be circulated well in advance as per the constitution, The President advised the meeting that correspondence was arriving for these meetings as late as Friday morning and they were not being printed till midday on the day of the meeting. The Executive will endeavour to provide prior notice where practical.

Any items that require a motion through the AGM will be done in accordance with the constitution. The rationale behind starting discussions at an AGM is that it is planned that at the next AGM a motion will be circulated in advance so all members can have a chance to discuss and decide. As well, the Executive will provide further details on how to nominate and a pro-forma to anyone who would like information for an Executive position.

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

Correspondence In:

From MAAA:

- * M 1.1 Secretary seeking club contact details for marketing material direct to clubs
- * M 1.2 Secretary & President member survey of MAAA

From other than MAAA:

- C 2.1 P Bennett, Display Application
- C 2.2 R Marshall, Wyong River Risk Assessment
- C 2.3 A Lowe, HSL, risk assessment for height clearance Jerlideree
- C 2.4 P Papas, Public Display application for Leeton Jets
- * C 2.5 B Thrift, CVRCMAC response to MAAA database
- C 2.6 F Nieuwenhuizen, Contest results from Queanbeyan
- * C 2.7 I Dolby, Secretary WMAC, application to join MAS NSW
- C 2.8 H McLennan, BCRFC seeking local club contact details (these have been provided)
- C 2.9 Leeton Jets Public Display risk assessment
- C 2.10 Jason Russ, COMSOA, application for Gas Turbine endorsement
- C 2.11 Advice of change in office bearers, Shoalhaven MAC (forwarded to Registrar)
- * C 2.12 K Scrimshaw, CASA, updated information on Drone Flying
- * C 2.13 N Young, BCRF, response to MAS bulletin 16
- C 2.14 Ian Thompson. Evans Head MC, suggestion for name change

- C 2.30 Received completed Large Model Permits to fly forms from the following:
S Brackley COMSOA, G Leffler Muswellbrook, K Lawrence Muswellbrook,
D Foster WRCS, J Hodder COMSOA, C James CKSMAC, R Zyp BAC, D Murray CVRCMAC
P Gray CKSMAC, W Eather SSSFA, T Owen SRCS, P Crowfoot COMSOA,
J Rolfe NSW SAS, G Charlton CKSMAC, J Considine CKSMAC, D Archer COMSOA

Late Permits:

- C 2.31 Received Cancelled Large Model Permits to fly forms from the following:

- C 2.32 Newsletters Received:
MASA

- C 2.34 Received application for reappointment of heavy model inspectors (25, 50 & GT)
S Keep 31194, A Zuger 57564, N Jewell 34330, R Young 33544, R Mansell BAC,
B Dennison 64304, Brian McFarlane 4012, D McFarlane 10719, P Goff 38677,
D Wilson 62114, P Allen 38821

Late Correspondence:

Correspondence Out:

To MAAA:

- M 1.1 Details from the OLD database provided to MAAA
- C 2.7 Advice to MAAA that WaggaWagga will now affiliate via MAS NSW not VMAA

To other than MAAA:

- C 2.2 Forwarded to CASA
- C 2.3 Forwarded to CASA
- C 2.4 Forwarded to CASA
- C 2.9 Forwarded to CASA.

Business Arising from Correspondence:

- C 2.12 Advice to the meeting about the information and brochures that will be released by CASA about flying drones and part 101 etc, these will be distributed by Harvey Norma, JB HiFi and other major retailers.
- C 2.5 B Thrift advised the meeting of CVRCMAC's dissatisfaction about the security of the MAAA Database, and their Executive will discuss the matter further.
- C 2.7 The Wagga Wagga Model club have applied to affiliate through MAS NSW for the next financial year, the President welcomed the club back to MAS NSW.
- C 2.13 The meeting was read the correspondence from N Young. The President advised the meeting that the Agenda is a live and evolving document up until when the meeting starts. Any significant issues that require advance notice as per the constitution will be circulated within the appropriate time frames.

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

Reports

Treasurer **Bob Bishop**

Business Arising from the Treasurers Report:

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

Moved: CKSMAC **Seconded:** NSW SAS **Carried**

Other Reports:

All reports except the Secretary and the Monthly Treasurers have been carried over to the AGM

President

Bob Carpenter

Secretary

Tim Nolan

A large number of reappointment forms have been received. These will be processed and your renewals will be shown on next year's registration cards. For those have not reapplied we would like to thank you for your service in helping to make modelling safer, and the counsel and advice you have given to those less experienced.

Registrar

Dave Lewis

Newsletter Editor

Rob Masters

Chief Flying Instructor

Bob Carpenter

State Flying Field secretary / PRO

Steve Norrie

CASA Liaison Officer

Tim Nolan

Public Relations Officer Aranka Nolan

The feedback for the name change for MAS NSW has gone well with a good selection to choose from, this has been culled down to the following list, in no particular order:

Other reports:

Awards:

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

Chris Rutter	QMAC	76596
Robert Meally	SSSFA	76403
Hugh Richardson	COMSOA	73900
Rodger James	WRCS	65948

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

Robert McGuire	PMRCMAC	67085
----------------	---------	-------

Applications received for approval for MAAA Fixed Wing Power Instructors:

No applications received

Applications received for Approval of Commercial Model Aircraft Flying Instructors:

George Atkinson	WRCS	52792
-----------------	------	-------

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:

Bradley Montroy	81600	COMSOA
Mathew Montroy	81488	COMSOA

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

No applications received

Applications received and approved for MAAA Glider Instructors:

No applications received

Moved: WPMAC Seconded: WRCS Carried

MAAA Inspector Approvals:

Heavy Model FW 25 Inspector Approvals:

Timothy Owen	42029	SRCS
Norman Frazer	27277	SRCS
Stewart Clarke	28286	SRCS

Heavy Model RW 25 Inspector Approvals:

No applications received

Giant Model FW 50 Inspector Approvals:

No applications received

Giant Model RW 50 Inspector Approvals:

No applications received

Gas Turbine Inspector Approvals:

No applications received

Commercial Instructor Approvals

Carl Perry 57050 BCRF

MASNSW POINT SCORE COMPETITION AWARDS 2014:

SAM1788 Old Timers Canowindra April 2014

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

The President then adjourned the General Meeting at 8.35pm

The President re-opened the monthly General Meeting at 10.20pm

General Business:

The first item of General Business is:

The next Business Meeting of MASNSW will be held on Friday 13 June 2014 at Dooleys Waterview Club, Silverwater starting at 8.00pm all members and visitors are welcome

- 1) There was discussion regarding the allocation of a budget of \$25,000 to the State Field at Cootamundra to purchase a mower and a replacement generator.

Motion: To allocate \$25,000 to the state field at Cootamundra for infrastructure being a lawnmower and a generator for 2014/15.

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

- 2) Following the presentation from the PRO in the AGM, questions were asked about how we actually implement the name change and the transition. The President advised that further discussion over this process will follow and the procedure that we will be taking to implement the changes will be advised in due course.

There being no further business before the meeting, the meeting was declared closed at: 10.55pm



MASNSW March 2014 Fly In at Cootamundra

Photo via Greg Dillon (RAAFMAC)

Miniature Aero Sports NSW Inc

MINUTES

Annual General Meeting
Board Room, DOOLEYS Waterview Club,
Cnr Clyde St & Silverwater Rd, Silverwater
Friday 9 May 2014

Meeting Opened 8.35pm

Attendance: B Carpenter HMAS, T Nolan ROW, B Bishop CMAC, B Thrift CVRCMAC,
G Atkinson WRCS, R Masters WPMAC, D Lewis CMAS, S Hassett CKMAC,
J Randle CKSMAC, S Norrie NSW SAS, M Stone HSL, A Nolan ROW

Visitors: G Hoy CMAC, J Borg CMAC

Apologies: E Ashley CVRCMAC, D Lacey SSME, D Costelloe QFS

Minutes: Motion that the minutes of the AGM held on the 11 May 2013 as distributed in the Newsletter 356, and additional copies presented at this meeting, being a true and correct record of that Meeting be accepted.

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

Business Arising:

Correspondence:

AGM 1-2013	Nomination Bob Carpenter, President
AGM 2-2013	Nomination Tim Nolan, Vice President, Secretary
AGM 3-2013	Nomination Bob Bishop, Treasurer
AGM 4-2013	Nomination Don Costelloe, Assistant Secretary
AGM 5-2013	Nomination Dave Lewis, Registrar
AGM 6-2013	Nomination Robert Masters, Newsletter Editor
AGM 7-2013	Nomination Aranka Nolan, Public Relations Officer
AGM 8-2014	Auditors report from Crimmins and Sons, Chartered Accountants

Motion that the correspondence be accepted

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

Reports:

President **Bob Carpenter**

See "President's Report 2013/14" on page 4 of the Newsletter.

Treasurer

Bob Bishop

The Treasurer supplied to the meeting a series of Pie Charts that show where the members funds have been used since 2011.

Motion: That Crimmins & Co, Chartered Accountants are reappointed as Auditors for 2014-15.

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

Motion: The Treasurers report and the associated charts 2011 to 2014 be accepted and published.

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

Vice President

Tim Nolan

It has been a most interesting, challenging and rewarding year for MAS NSW and your Executive.

We have been busy with the normal business of your Association; I am currently spending on average about 15 to 20 hours per week on MAS NSW and MAAA business. There has been a noticeable jump in correspondence and matters dealing with MAAA and CASA. Your Executive has been involved in trying to maintain the integrity of MAAA whilst some from within have been involved in attempting to destroy what has been built up over many years.

I would like to thank all the Secretaries, Club Executives, and members who have been very supportive and patient with me over the past year as we try to get approvals as well as all nature of enquiries.

We have been continuing to work with the MAAA to improve the services it provides. Not all of our efforts have met with success but we continue to collaborate with the other states to try and get the best outcomes from all modellers.

I have just completed the re registration of all heavy model and gas turbine inspectors. For those that did not reapply we would like to thank you for all the help you have given over many years. The names and limited contact details will appear on the new website so that members can locate an inspector close to them for inspections.

As part of working with your Executive team we have been tackling these questions:

Where and what will MAS NSW look like in five years?

How do we increase the profile of aeromodelling in NSW?

How do we engage with a younger generation, not just children?

How do we lower the average age of MAS NSW from 65 to say 55?

If we do not continue to develop and grow then we are doomed to quietly wither. This may be satisfactory for some, but there are a great many of us who see an amazing future for aeromodelling and I am keen to ensure that my child and others have an opportunity to experience the joy that we have all experienced in designing, building and flying model aircraft.

Registrar

Dave Lewis

Well it is that time to review the year that was.

It has been a busy year with all the usual intricacies of an ageing (but working) registration system as well as consulting (for want of a more robust expression) with MAAA in installing an all new one. Whilst it has been a frustrating and at times difficult process to get bedded in – there is some light at the end

of the tunnel. I must thank those Clubs and the MASNSW Executive who have supported me in getting the points across with MAAA and the programmer.

Having to do dual entry in to old and new systems since October was not a great joy, however I am hopeful that the June/July renewal period will see a much better National Database for the longer term. The levels of stress have been high as a result of process changes and I'll admit the "Cranky Corporal" alter ego has made a couple of appearances over the year in my dealings with some of you.

If you have been on the receiving end - I apologise whole heartedly.

A reminder that all Clubs are able to perform their own new/returning member registration as well as updating their Club Member records if they wish. From June onwards I will not have to do dual entry so there is an opportunity to give your members a speedier service if you choose. Currently there are several Clubs who handle this for themselves. As the database gets "tweaked" a bit more to suit Sub categories within a membership type then it will make it easier for all concerned (and hopefully more Club Registrars will take part).

Very pleased to welcome back Wagga Wagga to our Association – hopefully by providing a better service and support for our member Clubs we can entice more of those who chose Out of State or other than MAAA to join us.

Moving forward MASNSW appears to be in a good position – particularly seeing we are only just a few short of 2500.

I am confident that we will continue to grow.

The Numbers (including Wagga)

Senior	2354
Junior	123
Total	2477
Clubs	87

Excluding Wagga the new to the system figures for 2013-2014 are:

Senior	242
Junior	46
Total	288

I have decided to nominate for the position of Registrar again this year and if accepted will commit to providing service to the Association.

Newsletter Editor **Rob Masters**

This has been a relatively uneventful year, from my point of view at least. At the risk of sounding like a broken record, I am always on the lookout for material although occasionally I do have to hold over stuff till a following issue in order to keep the number of pages under control. If something you send in doesn't make it in the next issue, don't worry, it will get there. While I'm at it, there must be a million photos out there good enough for the front page - I seem to scratch around every month and would really love to build up a stock that I can choose from. We've been seeing page after page of flyers for various scale, fun fly and competition events and it would be great to get a rundown of how they transpired as well as a swag of pictures – we don't often hear anything more after receiving the flyer to publish; how about it?

I have decided to nominate for Newsletter Editor again so hopefully you will be hearing from me for some time to come yet. I'd like to thank all those who have dropped me a word of encouragement over the past year – it's always nice to hear from you.

CASA Liaison Officer Tim Nolan

This has been a rather steep learning curve over the past year, but we have managed to get a lot done with display approvals and field registrations. We have developed a good working relationship with CASA.

In line with CASA's Risk Management policies all applications to CASA must be accompanied by a current risk assessment on the hazards/ risks and how you as the applicant (club) are going to manage them. You should consider who this assessment is for.

CASA is not overly interested in the location of a first aid kit for a lacerated finger. This is clearly a risk for the club to manage and should appear on the club risk assessment. CASA is far more concerned about what your strategies are for avoiding manned aircraft. This is most important when seeking height clearances. Some strategies you may use, depending on location and type of event are; use of a spotter, monitoring of local radio frequencies for light aircraft, inclusion in the pilot briefings of what action is to be taken if an aircraft comes close to the field. The inclusion of no fly zones at pilot briefings, and what decisive action will be taken to avoid any full size aircraft, compliance with all MAAA MOPs etc.

In short the MOP004 Temporary Height Clearance, MOP005 Application for an Approved Model Aircraft Area, MOP019 Display Procedure will require the applicant to supply documentation for their application. MOP022 provides you with all the information and a guide on how to conduct a risk assessment.

The quality of the documentation you supply is a direct reflection on your professionalism and in some ways an indication of how you manage events. Any Maps should be neatly drawn preferably to scale, if you are supplying screen shots from Google Earth make sure they are clear and of a suitable size. The applications should be neatly written, as they will be scanned and sent to CASA electronically.

From the May 2014 AGM, for all applications filed with CASA, MAS NSW will pay for the application and invoice the applicant club/individual. This fee will need to be paid before the permit is released. As part of application process to activate the MAAA Insurance the event MUST be sanctioned by the MAAA. This authority is delegated down to the various state bodies. After CASA issues their approval I then sanction the event and this activates the MAAA Insurance cover.

It should be noted that any of these display approvals etc are for suitably qualified and experienced MAAA members. This means that persons attempting to fly under the visitor provisions of the MAAA are not permitted to participate in any of these activities. If this was to occur it would render the display director and other persons liable for prosecution under Commonwealth Law.

Given how much has to be completed for an application you must adhere to the time lines, your complete application must be received at least 30days before the event. Applications received with less than 30 days notice will not be processed.

There will be a presentation at the upcoming MAAA Conference later this month from Kevin Scrimshaw. He is part of the Sports Aviation Safety Assurance Section at CASA. He and his team oversee all elements of sports aviation. There will be a great deal of information about MOP019 and what CASA expects from Display Directors. He has also been asked to speak about risk assessments and the difference

between a risk and consequence. I will include the information from this session in my next report and circulate to those that are interested.

I would like to thank all those who have been very supportive and patient with me as we manage the process of obtaining all the various applications with CASA. All members who have been involved are to be complimented as most have understood that the CASA requirements are not about trying to restrict our activities rather to try and make sure they are conducted with minimal risk to the public as we continue to promote this wonderful activity.

Chief Flying Instructor Bob Carpenter

The overview of the training system and timetables has been covered in the President's report however; I would like to take this opportunity to cover an area that is discussed on a continuing basis.

Do I need to be a qualified MAAA Instructor to train others?: The answer to this is NO. Our instructor training and qualifications provides a course that assists people in the training role to know "How to Instruct", "A basic Plan for Instruction", "Locations of Resources", and Techniques that have worked over the years. When you have completed the course and been assessed in both theory and practical you are then awarded an Instructors qualification which formally acknowledges that you have the practical skills and knowledge to conduct training and assessment.

We believe that this establishes a base line for instruction but it is up to the club as to who they use as instructors on their field. We fully support the use of trainee instructors and senior pilots to assist. Many of these have not completed and passed the formal course.

Club Instructors, who have not been awarded MAAA Instructor qualifications cannot assess and process the award of wings but they can be used for all areas other than this, at the discretion of the club. Also, just because you have Instructor wings it is up to the club to "Authorise" you to become one of their instructors. You cannot assume that it is OK to train at the club. This is why when applying to become an instructor; we need you to be nominated by your club.

A further point that needs to be stressed is that at all times both the trainee and the instructor need to be comfortable with each other. If the trainee or the instructor are uncomfortable or do not want to work with each other, no matter what the reason, then we must change to a different instructor. Flying of Model Aircraft is after all supposed to be an enjoyable recreational activity.

State Flying Field Secretary Steve Norrie

Firstly and most importantly I would like to thank the members of the Cootamundra Aeromodellers Association for their assistance throughout the year, thanks also to the MASNSW committee for their support.

Over the last two years we have carried out several major improvement projects at Cootamundra, these have now been completed. We now have a property with facilities that allow members to camp on site for the duration of their event. This has created a substantial financial saving for those who choose to stay on site (your accommodation expense could be several hundred dollars at a motel).

As has been previously reported, the generator that we purchased for the field has failed and requires replacement. This is being investigated and progress will be reported next month.

We have asked the Coota Club to investigate locally for a mower suitable for cutting the operational area of the property, some information has been forwarded to the Secretary for consideration. The unit suggested is most capable of performing the task though the price tag may be a bit tall.

I would ask the meeting to consider a spend limit for the purchase of a suitable generator and mower to enable the search to progress in an efficient manner.

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.

Public Relations Officer Aranka Nolan

Note: the PRO Report is best read in conjunction with the Power Point Presentation that accompanied it. Please contact the Secretary to download (through the cloud) the Presentation or if you have Dropbox here is the link
<https://www.dropbox.com/s/qqj3q7pmx2lii5k/MAS%20NSW%20AGM%20Brand%20Presentation.ptx>. **This will not be published due to the size of the presentation.**

A new name, a new logo, new possibilities

I felt a strong sense of responsibility as I took on this task to shape the future image of model flight in NSW. Since we announced in February the possibility of a new name, logo, website and new communications opportunities, I have been focused on what would work best for a name, a logo and ultimately a brand.

When the Report was published I asked for feedback from our membership.

My thanks goes to Greg Hoy and his son, Grahame Hutchinson, Warringah Radio Control Society and the Cowra MAC for their thoughts and contributions.

I want to share with you a very special submission made by Andy Luckett that gave a number of important points that we have used throughout the development process. He gave me some great insights, a summary of which I want to share with you.

He wrote:

- That one state body representing all areas of aeromodelling would be more appropriate than the splinter groups we have at present.
- Most aeromodellers fly more than one discipline.
- There are also new disciplines arising eg: park flying, fpv, gps, indoor and rotary wing.
- It is also important to unify our members.
- Purchasers of these models do not tend to search out a club for help or assistance. Most probably don't see the need to join a club or don't realise they can.
- I have met and helped a number of fliers who are grateful for the assistance and improvement in flying skills they gain from an experienced pilot/aeromodeller.
- If someone has the interest to buy a model they naturally respond enthusiastically to the horizons that a model club can open up for them.
- At the local club and a state level their needs to be strategies to access these fliers.
- Electronic media is a powerful tool (that we need to utilise).
- Having seen so many bad and unrepresentative logos, including the current MAS logo, over the years.
- As aeromodellers and club members we were too close to the issue to see what was needed in perspective.

- We need a logo that is pleasing and representing us as an aeromodelling body whilst still remaining generic to model aeroplanes, also timeless.
- Get rid of the Miniature Aerosports bit.

I have had these views validated in a number of conversations I have had.

When you look at the demographics of our membership you see a heavy weighting in the older groups. It is clear that for us to increase membership and to be attractive to new members we have to first be visible, then ideally to show the benefits of the sport. I would suggest we do not showcase the fun and pleasure that any of us feel when flying and the experience is not represented in our present brand nor our website or any other club that came up in a the first page or two of a Google search.

The long list comes from a brainstorming session and a number of conversations with modellers. The list was intended to spark further conversation and more input from members.

We are not Coke, Nike, or Apple, so we needed to stay closer to what would be comfortable to our members. We followed a number of lines of thinking to tease out as many possibilities as we could. Following some circulation and a healthy dose of the obvious, a number of names fell off the list until it ended with the short list.

The short list quickly lost anything that sounded like full size aircraft. Aviators did not work for some; Society did not work for others. It was felt that Aeromodellers is what we are, Aeromodellers NSW.

When we see what we look like now it is clear that we need to change. Not just to step up to new technology and to become digitally integrated but also to present ourselves in a better way to ourselves as well as any visitor or interested person who wants to find out about model flight.

To speak plainly our website looks uninspiring, when really we play in the leading edge of aviation technology, albeit on a smaller scale, and it is more accessible than ever been before. We need to be more accessible too.

But what is our purpose for being? What is the emotion that you get when you go to the field? Most of you have been flying for a long time so I pose this question, “Did we not start in this sport as those who pushed the boundaries of what was possible in the space of model aviation?” I want to recapture that spirit in how we present ourselves to those who are interested.

I suggest to you let us continue this tradition, not just for us but the next generations. Let us continue to ask the age old question that is at the heart of every aeromodeller, “Will it fly?” and continue to push the boundaries and help other to do the same. That is the purpose of this rebrand.

I asked the question on what is the emotion that is felt when flying and I received this from one member.

Participating in this sport includes emotions for me which include:-

“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.

So what is our definition of aeromodellers?

We suggest:

“All persons interested in the experimentation and innovation, design, construction, maintenance and flight of all model aircraft, be they fixed wing, multiple rotary wings, gliders, helicopters or any airborne creation that takes to the sky and pushes the envelope of possibility”.

The definition is representative of who we are, what we do and the essence of aeromodelling. In our review we looked at the evolution of other brands and it is interesting to see how Airfix, which started life in 1939 evolved over time.

In preparation for our logo development we looked many other brands to see what success looks like in some strong masculine brands. We looked at logos developed for aviation and related industries. Lots of blue, stylish, and presenting different aspects of the aviation.

We looked at the market to see what we, aeromodelling clubs, look like. The use of acronyms is widespread but they have no meaning for any new comer to our sport. So many of the logos look old and dated like the sport is locked in the 1970s or earlier, when in truth we are advanced and ever evolving. How quickly do you all turn up with the latest and greatest thing at the field that is a reengineering of the last fantastic solution: it is the lifeblood of the aeromodelling.

A quick click through the sites that a simple Google search gave shows that there are only one or two that use their web presence to its potential. The only one I found that satisfied all the criteria was the Oz Scale Soaring and I note that they use Facebook and have only started just over 14 months ago. The majority are text heavy websites that do not answer the need to attract people instantly, nor show any variety of information or aircraft and lacked any inspiration.

Finally we looked at some strong brands: BMFA, Richard Branson’s site and Red Bull Air Races. When you think Richard Branson is the same age as us we really have no excuse to accept a dated brand.

So we turned our attention to the logo. Logo creation is a tricky business. You have to be inspirational, outdo the competition, as well as the competing interest; you have to think long term, plan for every conceivable way the logo and brand will be presented, then work with artists and get them to portray it within the abilities of the software and every electronic device that will show it.

The logo has to be:

- Distinctive
- Attractive
- Different from others
- Modern
- Appealing to all audiences (if possible)
- Flexible – screen, print, web, clothing, badges
- Unambiguous
- Representative without being literal
- Should last for 10 years at least

We worked through 145 concepts and drawings to come up with what was presented at the AGM in Sydney.

The biggest challenge was coming up with one unifying image that captures something for everyone. Using propellers or engines visually was ambiguous or unattractive. Did it give the feel of the spirit of the adventure, mateship, or the joy of flight? How do we appeal to everyone who is in this sport or who has an interest in this sport? This was all part of our thinking. The biggest challenge is the variety of models that take flight.

We came back to the same problem: how do we reach everyone in this sport? There is no other logo on the planet that has to accommodate the number of flying disciplines that this sport represents.

Then we came to this idea. See slide 62.

Then we went to the idea of jet, heli, plane and that started to work.

We can have these on trophies, with individual badges so you can show what your disciplines of flight are. We would split the name away from the icons or badges as we have called them, for places like the website and use the icons throughout the site to signify the discipline that the section is referring to. We would have the icons on the back of jacket with the name on the front. If an event was run for say only helicopters or gliders then they are covered. Banners for events that welcomed all disciplines would display them all.

We tried different colours but came back to the blue and red.

The blue is cobalt blue and the red is a royal red, deep but bright. It hits the right mix that has a little of the past but is bright enough to be attractive. We can also do it on black shirts in the white and grey and it still looks sharp.

So the words stand well on their own and the icons as a family or individually will all tell the story, we come together to fly.

And lastly to explain to Andy why Facebook is important I have included some information.

Once the name and logo are accepted then the next step is the internet site.

Motion:

To accept Reports as received

Moved: WRCS **Seconded:** SMAC **Carried**

Setting of the Annual MAS NSW Affiliation Fees 2013-14

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

On the issue of the cost of production of the printed newsletter and the increasing costs of postage. Currently there are 450 copies printed and although there is some cost recovery built into the fees this only covers about 50% of the actual cost. The Executive will monitor this and early in 2015 provide costing and frame a motion on the future of the printed newsletter.

Motion:

That the annual fees for 2014-15 remain unchanged.

Moved: NSW SAS **Seconded:** CKSMAC **Carried**

	2011-12	2012-13	2013-14	2014 - 15
Senior Post	\$64.00	\$60.00	\$55.00	\$55.00
Senior email	\$54.00	\$54.00	\$40.00	\$40.00
Pensioner Post	\$53.00	\$53.00	\$55.00	\$55.00
Pensioner email	\$48.00	\$45.00	\$40.00	\$40.00
Junior Post	\$35.00	\$30.00	\$30.00	\$ 30.00
Junior email	\$30.00	\$20.00	\$15.00	\$15.00
Half Yearly Fees				
Senior Post	\$39.50	\$39.50	\$30.00	\$30.00
Senior email	\$39.50	\$39.50	\$30.00	\$30.00
Pensioner Post	\$34.00	\$34.00	\$30.00	\$30.00
Pensioner email	\$34.00	\$34.00	\$30.00	\$30.00
Junior Post	\$22.50	\$22.50	\$15.00	\$15.00
Junior email	\$22.50	\$22.50	\$15.00	\$15.00

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

Review of Honorariums

Position	2012	2013	2014
Secretary	\$2.05	\$2.10	\$2.15
Treasurer	\$2.05	\$2.10	\$2.15
Registrar	\$2.05	\$2.10	\$2.15
Newsletter Editor	\$2.05	\$2.10	\$2.15

Discussion of the fees and in accordance with previous years it was considered against the national CPI increase which was 2.9% (Weighted median CPI March 2013 to March 2014).

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

Election of Office bearers for 2012-13

Mr Bruce Thrift from CVRCMAC was requested by the President to act as Returning Officer for the election of office bearers.

Bruce spoke to the meeting thanking the outgoing Executive for their efforts on behalf of the membership. Being only one nomination for each position, and accepting the nomination the following people were appointed as the Executive of MASNSW.

President
Vice President & Secretary
Assistant Secretary
Treasurer
Registrar
Newsletter Editor
Public Relations Officer
State Field Secretary

Mr Bob Carpenter
Mr Tim Nolan
Mr Don Costelloe
Mr Bob Bishop
Mr Dave Lewis
Mr Rob Masters
Mrs Aranka Nolan
Mr Steve Norrie

General Business:

The first item of General Business is:

The next Annual General Meeting of MASNSW will be held Board Room of Dooleys Waterview Club, Silverwater on 8 May 2015. This venue will be re-confirmed closer the date. The meeting to commence at 7.30pm, All Members, Observers, and Visitors are welcome.

There being no further business before the meeting, the AGM was declared closed at: 10.20pm and the General Business Meeting was resumed.



Rod Bryant's Midget Mustang at the MASNSW Cootamundra Fly In, March 2014

Photo via Greg Dillon (RAAFMAC)

Auditors Report for the Year ended 31 March 2014



CRIMMINS & CO.

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

INDEPENDENT AUDIT REPORT

To the members of Miniature Aero Sport NSW Inc.

Scope

We have audited the attached special purpose financial report, comprising balance sheet, profit & loss statement and accumulated members funds for the year ended March 31st 2014. The Club's management is responsible for the recording of financial information and have determined that the accounting policies used are consistent with the financial reporting requirements of the Associations constitution and are appropriate to the needs of the members. We have conducted an independent audit of the financial reports in order to express an opinion on it to the members of Miniature Aero Sport NSW Inc. No opinion is expressed as to whether the accounting policies used are appropriate to the needs of the members.

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

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

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

David Crimmins B. Com CPA

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



CRIMMINS & CO.

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

Qualifications

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

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

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

We have sighted and examined the original bank statements of all bank accounts reported in the balance sheet, and in our opinion they appear bona fide originals. No formal written certificates of bank balances have been obtained as at March 31st 2014 from the Commonwealth Bank.

The Association has incurred capital expenditure works of approximately thirty two thousand dollars on its Cootamundra airfield during 2014 (being tank systems watering system, shower connections and roadworks). Crimmins & Co have verified the payment and contractors details performing this work – but have not made any physical inspection of the structure(s). This capital expenditure has been added to the Balance Sheet under “Improvements – Cootamundra Airfield”.

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

The Association historically was carrying an intangible asset value of \$50,000 on its balance sheet for Patents, trademarks and training manuals. These items have been relinquished/handed to the MAAA and accordingly this intangible asset was written off to Nil in the 2013 accounts.

David Crimmins B. Com CPA

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



CRIMMINS & CO.

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

Other Matters

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


In the process of preparing year-end accounts Crimmins & Co have endeavoured to make a transaction by transaction allocation of GST from the source documents supplied. While our engagement does not extend to the audit of GST returns Crimmins & Co have lodged a reconciling Business Activity Statement to March 31 2014.

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

We note in our examination of the business transaction account that the Commonwealth Bank is paying a very low interest rate on funds held. This is reflected in the drop in bank interest income reflected in the financial statements. We understand management are looking into new banking arrangements.

Qualified Audit Opinion

In our opinion, except for any limitations discussed in the qualifications paragraph above, the financial report presents fairly in accordance with the cash basis of accounting, the payments and receipts of Miniature Aero Sports NSW Inc. for the year ended March 31st 2014 and its asset balances as at that date.

DATE: 7/5/14
FIRM: Crimmins & Co.
ADDRESS: Level 1, 385 Port Hacking Road Caringbah NSW 2229
AUDITOR: 

David Crimmins B. Com CPA

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

MASNSW 2014 Events Calendar

(Compiled 12/5/2014)

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

May 2014

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
7-8	Warwick Paynter Memorial Fun Fly	Coffs Harbour	Keith	0408 471 076
7-9	LSF National Open Thermal Tournament	Jerilderie	Alan Lowe	None Given
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
21	NSW Pattern Flyers – Aerobatics (RAAF MAC)	Richmond	Felix N.	0428 880 633
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	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
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
12-21	6th Annual Manilla Slope Fest	Manilla	Steve Wenban	0437 032 660
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	0427 877 079

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 Super Stearman at the MASNSW Cootamundra Fly In, March 2014

Photo via Greg Dillon (RAAFMAC)

Club News

Michael Grimshaw
(Cowra MAC)

Cowra MAC Inaugural SPARKS Day

As a foil to the already popular Oily Hand Day, Cowra MAC decided to run SPARKS for the large and growing body of electric flyers. The idea was the brainchild of Mike, the clubs principal electric guru.



The event was well attended with pilots not only from the Central West but also from the Mountains, Sydney and dear old Col Wilson from Wombat. The go faster brigade was there along with the 3D aficionados, the foamie HK crew, scale buffs (put on a dogfight), the multi rotor jockeys and our old mate Darill Reiley with his beautiful 'Miss Evelyn'.

Most of the planes were ARF but there were some who had built from balsa and the Dubbo boys had some interesting foam-board models.

The club would like to thank all those who attended and made the event such a

success. Rest assured it will be on again next year – bigger and better. In all twenty pilots registered and flew – all day.

The event was blessed with the usual excellent flying conditions at 'Milroy' Field. After the early autumn rain the sun shone, the field was green and the day balmy. Who could ask for better flying conditions?

To watch some video of the event go to www.youtube.com/user/CowraMAC.

Looking forward to SPARKS 2015. It will be held over the weekend of 5th and 6th of April. If you would like more information on the event, you can find our contact details on our website.

www.cowramac.asn.au/main.html



Here are a couple of pickies so you can enjoy the event too.

National Electric Flight Rally

This year's NEFR was, as noted above, at Tanunda in the Barossa Valley hosted by the Barossa Valley Aero Club. Their field provides a magnificent location for flying with a superb field surrounded by picturesque hills. The fact that it is an active private airstrip only adds to the excitement as occasional full size aircraft land and take off. The site is well equipped with shaded seating areas, a kitchen, BBQ, flush toilet and even a shower. A number of us camped at the field which made life a lot easier. We were blessed with near perfect weather. Most people arrived on Thursday in order to be ready for flying on Friday afternoon. We had a little rain on Thursday night extending into Friday morning. However, by mid-morning the sky was clearing and the field dried out. We had a breeze on Friday afternoon that tested the light 1/2A models but which was not sufficient to cause any great problems. Saturday and Sunday were as near perfect days as you could hope for with little or no breeze and plenty of sunshine. Those who knew what they were doing found lift, although it was not always easy.



Cavalier landing

In EOT we ran a full programme of events, 1/2A Texaco, Texaco, Duration, Height Limited, and Nostalgia. Unfortunately, Peter Henderson who has done such a wonderful job running EOT at NEFR in the past, had to pull out at the last minute for personal reasons and yours truly drew the short straw. Fortunately Peter had done a fantastic job preparing for the event. He introduced a new system of scoring where each pilot has a score sheet on a clip board that they use for the whole competition. They record the results of each flight on this sheet and at the end of each session gives the sheet to the CD who transfers results to a master score sheet. This worked out really well and I am extremely grateful to Peter for setting it up and to all participants for being diligent in recording and handing in their results.



Bob Wilson - Stardust

EOT was allocated five time slots ranging from 45 minutes to 90 minutes. The plan was to fly four heats in each event, discarding the worst heat. If it was then not clear who had won the event, normally a result of three or more pilots scoring at least three perfect scores, then a fly-off would have to be held. It quickly became apparent that this was going to be difficult to achieve in the time allocated, particularly given the potentially lengthy flights involved in fly-offs. It was therefore decided to follow a rather different approach. Firstly it was decided that the fourth heat would be the fly-off. Anyone who had managed at least two maximum scores in the first three heats was eligible for the fly-off. Those with two maximums had to achieve a max in the fly-off before their time counted if there were contestants who had already managed three maximums in the first three heats. In practice this meant that virtually everyone qualified for the fly-offs which made it interesting, and challenging, for all pilots. Due to the time constraints it was necessary to modify the fly-off rules. In 1/2A Texaco, Texaco and Duration pilots were required to fly double the normal time. Thus, in 1/2A Texaco and Texaco events they had to fly for 20 and 40 minutes respectively. Any planes still in the air after 20/40 minutes were landed and the residual charge in their battery packs measured. The pilot with the most charge left after 20/40 minutes of flight was the winner. In Duration pilots had to fly for 14 minutes with a 25 second motor run allocation. All those who completed that task, and many did, recorded their motor run time and this was used to determine final positions. In Height Limited we were able to run a full flyoff with the winning pilot flying for nearly 15 minutes after the single climb to 200 metres.



The final, and perhaps most significant, change we trialled at Tanunda was to run open sessions. This meant that for each session pilots were given a series of tasks to complete in the time available. Pilots were free to complete those tasks when they liked within the designated period and in any order that they liked. Thus the traditional mass launches were not used and pilots flew when they were ready. Thus pilots might be asked to fly two 1/2A Texaco heats and two Duration heats within a one hour session. Whilst pilots were free to choose when to fly, the fact, in this example, that they had to fit 34 minutes flying into a one hour period meant you could not afford to waste too much time. One refinement we introduced in later sessions was to define an available time period by event. Thus we might allocate 35 minutes to two 1/2A



Texaco flights followed by 25 minutes for two Duration events. This was because of concerns about safety when high powered, and often large, Duration models were climbing through the same airspace a small slow 1/A models. Overall the system worked smoothly with everyone managing to complete the designated tasks without too much stress. From my point of view, as CD, it was brilliant as I only had to marshal everyone once for each session after which it was up to the pilots. Also

it avoided the delays that inevitably arise when someone has a problem with their model and everyone has to wait for it to be fixed before the mass launch can



proceed. Whilst it certainly made my life easier and was generally well accepted by participants I know that some pilots regretted the loss of the mass launch and the resultant fact that everybody was not competing in exactly the same air at exactly the same time. I would welcome feedback from anyone who was there, or indeed, from anyone who has a view on the relative merits of open sessions versus mass launches.



My apologies for the detail set out above but trying a slightly different format may have significant impacts on the way we run competitions in the future and it is important that we get as much feedback as possible. However, on to the important stuff the results. We had an excellent turnout for EOT with a total of 13 pilots participating in one or more events. Most participated in at least three events with three competing in all five events. All events, other than Nostalgia required flyoffs.



Be Careful What You Wish For

Be careful what you wish for...

If you get a big shop,

you will have clutter.

If you have too many tools,

you won't find them when you need them.

If you fly only when the weather is good,

you will always be a mediocre pilot.

If you have many airplanes,

you will spend all your time in maintenance.

If you design your own,

you will have few airplanes.

If you fly only ARFs,

you will miss the joy of creation.

If you build to museum quality,

you will miss the thrill of flight.

If you're perfect at what you do,

you won't learn anything new.

If you don't try something new,

you won't learn.

If you don't learn something new,

you will be bored.

If you try too many new things,

you will have endless malfunctions.

If you say, "that's good enough,"

it won't be.

If it's never good enough,

it won't get done.

Be careful what you wish for...

See ya at the field. I wish for sandwiches.

*Reprinted from "At the Field Offbeat Stories About R/C Model Airplanes
and the People Who Fly Them" by David Andersen*

Upcoming Events

B.R.C.F. Inc.

Warwick Paynter Memorial Fun Fly

Queen's Birthday Weekend June 7th and 8th 2014

Coffs Harbour

Come and join us for the 1st Annual Warwick Paynter Fun Fly. This 2 day event is open to all MAAA members.



All I.C. and Electric fixed wing models welcome.

4 categories Power and Electric Sports.
Power and Electric Scale.

Free flying both days with no official competitions.

Entry fee \$10 covers as many models as you bring.

Prizes awarded for the Best Model in each of the 4 categories above as judged by the contestants.

Food canteen both days with steak and sausage sandwiches, rolls
tea ,coffee and soft drinks. Camping available with full toilet facilities.

The B.R.C.F. Field is 16 km.North of Coffs Harbour off the Pacific Highway. -

From the South, take the Emerald Beach Exit, cross the bridge and follow Solitary Island Way south to the field . Approx 2 kms.

From the North , also take the Emerald Beach Exit, don't cross the bridge, just follow Solitary Island Way south to the field.

Information : Keith 0408471076 Norm 0266561227

brcfaus@gmail.com



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

NSW Pattern Flyers will be holding a one day event at **RAAFMAC Richmond** Saturday 21st June

Newcomers are most welcome, if you can loop, roll, fly inverted and perform a spin you can fly the Sportsman Schedule. As always there are plenty of experienced flyers there to lend a hand and offer advice. So come and join in the fun, or just come along and watch some precision flying at its best.

The Sportsman Schedule is on our site www.nswpattern.org.au under the Schedules tab

Please pre-enter by Wednesday 18th June, by following the link on our website www.nswpattern.org.au or email entry@nswpattern.org.au.

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





NSW PYLON RACING **CLUB inc**



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

SHOALHAVEN MODEL FLYING CLUB
NOWRA

Location: The Archer Racecourse off Albatross Road

Sunday 29 June 2014 – 9:00am Pilot briefing

Practice from 12 noon Saturday 28 June 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 2/3 August, Richmond 21 September
The two Marulan dates TBA



Presents

FLY IN AND BOOT SALE

28/29 July 2014

Vineyard NSW

**All types can be flown
Sport, Aerobatics, Trainers, Gliders,
Jets, Multi Copters, Helicopters
Sea Planes.**

**Just a great social weekend and the
opportunity to buy or sell**

Bring your planes, engines, helicopters, gliders and any other
treasures to sell or swap!

Flying field open to all MAAA pilots - normal club rules apply.

BBQ snags, at the field

For Further Details and Maps refer to our Web Page: www.hmas.org.au

Gunnedah District aeromodellers association

in association with

FSAA

Present

Pilots Choice Scale rally

fixed wing planes

2nd and 3rd August 2014

Location

GDA Field

410 Quia Rd Gunnedah GPS 30.958263 150.191259

8 Categories

Civilian over 80" and Military over 80"

Civilian under 80" and Military under 80"

Combined electric over 80"

Combined electric under 80"

ARF civilian

ARF Military

TOP GUN

FSAA members model of the meet

Enter as many planes for the one entry fee \$20.00 open key board flying
model must fly to be eligible for judging

Canteen will run both days hot and cold camping at field, amenity available

Pre registrations to hartleys.electrical@gmail.com ph 0267420222 work hrs
pilots name model name size and category

Judging Sunday 12.00 to 1.00pm during lunch

We will attempt to beat last years 7 tiger moths 1/4 scale fly by at 12pm
Sunday this year

For Sale

Nikon D 5100 Camera Body
Nikon DX VR 18-55mm F 1.3 – 5.6GII Lens
Nikkor AF-S 55-300mm F4.5-5.6 ED VR lens
ALL IN MINT CONDITION

Great setup for Photographing Airshows

Reason for Sale, Upgrading

Price \$950 or offer.

Contact, Bob Bishop Ph. 0412.274.271



Airframe Looking for a New Home

Free, but only to someone willing to convert it to jet turbine power

“TRIPTYCH” - The largest and the most powerful EDF foamy jet.

I have decided to decommission this unique project that I built as an experiment to prove that there is no limit in size while using foam as a material combined with carbon fibre. After numerous successful flights I found the model somewhat impractical to handle on my own. I am planning to strip it down to the bare frame and use all the parts for other projects. The model could be easily converted to jet turbine; a 120-160 inch fuselage is over adequate. The 10 feet long with 7 foot removable wing tips for a very light wing loading with its huge delta configuration would make it an enjoyable project for any interested party. It is currently powered by a 127mm EDF unit with two 90mm EDF side boosters providing a combined power of 18KWatts. AUW ranges from 15.5-18kg subject to batteries, capacity and C rate. This power plant is delivering 18kg of thrust. Jet turbine conversion would make this model considerably lighter even with some additional nose ballast to achieve correct centre of gravity.



other projects. The fuselage is over span and has easier transport. for this model configuration enjoyable project. It is currently EDF unit with two

90mm EDF side boosters providing a combined power of 18KWatts. AUW ranges from 15.5-18kg subject to batteries, capacity and C rate. This power plant is delivering 18kg of thrust. Jet turbine conversion would make this model considerably lighter even with some additional nose ballast to achieve correct centre of gravity.

Any expressions of interest please contact Joe.

frostjos@gmail.com



**Deadline for submissions to
Newsletter #367 (July 2014) is
Tuesday 17th June 2014.**

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