

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



Five year old Rhys Wyatt from the Rebels Flying Club NSW with his dad, Murray.

Read more on Page 18

*Photo and story: Jody Hodgson, Rebels Flying Club NSW*

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## From the President

### Our New Name, Our New Logo, and Our Future

We started the discussions with the idea that we needed to modernize our logo and how we presented ourselves to the world many months ago. Actually it is probably over a year ago. After much deliberation and in the course of normal business we finally agreed to do it. That was January this year. Once we had taken that step to change the question arose should we modernize our name too. Had we evolved to be more than Miniature Aero Sports NSW? The name just does not fit with who we are today, what we do and how we think of ourselves. And you would have to agree that much of what we do is anything but miniature; our aspirations individually and collectively are definitely not.

In February we made it known through the newsletter and we shared the idea at the meeting. Many conversations, submissions from some clubs and research into the existing aero modelling landscape, showed this was the right step.

Over the past few months you will have read reports and seen presentations on what your executive believes is the way forward for our association, to ensure that we not only represent our current members but also that we look to where we are going to grow with the new members of the future.

We respect the efforts of those who have gone before us, and their efforts to date. Also this is not an attempt to bring change for change sake. It is to ensure that we embrace those members of the community who wish to find and follow our hobby, pastime, activity and sport in a way that resonates with a wider audience and utilizes fully the methods of

communication now more readily available through the internet.

The fact is the sport is getting visibility for all the wrong reasons. We need to balance this with a professional, cohesive, well managed organization whose profile is commensurate with a sport that gives new and existing members confidence that we are progressive and current. We do know what this group of highly skilled, diverse aero modellers is all about and we need to connect with our communities if we are going to survive some of the challenges that lie ahead.

Prior to this moment there was a misalignment between what we do, the sophistication of our sport and the way we appeared to the outside world.

We all need to reach information more easily and have a place where our clubs can be found, our key members represented, our activities heralded, and the experience of aeromodelling seen and enjoyed. The new direction will give us that.

This was a measured and considered approach. From our extensive research we have found that we can no longer use names and logos that reflect the past. We cannot use acronyms that people do not understand. Visually we need to represent what we actually do and the diversity in our group, the different disciplines of flight.

The result was not easily reached. Our challenge was how we represent the many different varieties of our sport. When we were looking for a representative logo it was difficult to identify with a single logo that represents all areas of aeromodelling.

Another challenge was the name for our association. After much consideration and discussion with people both within and external to our modellers with an initial list of over 30 names; the only name that worked in all areas was “Aeromodellers NSW”. We believe that this identifies exactly what we do and who we are. It also provides for the future and does not lock us into only Radio Control but allows for all areas of aeromodelling as we go forward. A further interesting point is that the original name of Aeromodelling in NSW was the “Model Aeronautical Association of NSW” which is not too different from our new name.

To ensure that we do provide a name that meets most people’s expectations we have developed what we believe is the definition of an aeromodeller:

“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.”

We have reviewed our Constitution and believe that there is no requirement for all

our member clubs to actually vote to change the name of the association as we are not changing any of the rules or way in which the association is governed. However, your executive would like to ask that our member clubs embrace this change for the future of Aeromodelling in NSW.

We would like all clubs to provide feedback and comment on the proposed name. The executive would like to be in a position to move forward with this change before the end of September 2014 and then we can continue to work on the web site and other communications to make the total package and give us communications flexibility that we need to stay interesting, current and easy to work with. The most important part of these changes is that it will unify our members and make the community and aeromodelling more reachable.

Bob Carpenter  
President MAS NSW Inc.

Aranka Nolan  
Public Relations Officer



## Diary Notes

### Next MASNSW Meeting

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

### Following MASNSW Meeting

Friday 8<sup>th</sup> August 2014, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.**

Newsletter #368 (August/September 2014) deadline for submissions  
Tuesday 12<sup>th</sup> August 2014 (**Note, there will be no August Newsletter**)

## Contacts

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with your AUS Number directly to the Registrar***

# Miniature Aero Sports NSW Inc

## MINUTES

### Business Meeting

Board Room, DOOLEYS Waterview Club,  
Cnr Clyde St & Silverwater Rd, Silverwater  
Friday 13 June 2014

**Meeting Opened:** 8.00pm

**Attendance:** D Costelloe QFS, B Bishop CMAC, R Masters WPMAC, D Lewis CRC, , S Norrie NSW SAS, T Nolan ROW, D Lacey SSME, C Lacey SSME, J Borg CMAC, B Thrift CVRCMAC, K Barnes PRCAC, J Randall CKSMAC, B Tomlinson GMAC, W Swan UMAC, M Swan UMAC

**Visitors:** M Chapman UMAC, B Franklin UMAC, M Swan UMAC, T Axford UMAC

**Apologies:** M Stone HSL, E Ashley CAA, G Atkinson WRCS

**Minutes:** Motion that the minutes of the meeting held on the 9 May2014 at Silverwater and as published in newsletter 366 be accepted as a true and correct record of that meeting.

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

**Business Arising:** Nil

**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, letter of confirmation for 2013/14 Insurance
- \* M 1.2 Secretary, advice that policy documents will be published when available
- M 1.3 completion of heavy model re-accreditation
- M 1.4 March - April Executive minutes
- M 1.6 Passing of Life Member Richard Parker from MASA

##### From other than MAAA:

- C 2.1 A Lowe, height clearance for LSF at Jerilderee 5-9 June
- C 2.2 S Guest, Leeton Jets display application
- C 2.3 R Marshall, Wyong River height application (old timer event)
- C 2.4 G Young, RAAFMAC application for flight instructor course
- C 2.5 A Palsson, flight training enquiry
- \*\* C 2.6 M Chapman, UMAC application for F3c state championships
- \* C 2.7 BCRFC, Helifest 2014

- \* C 2.8 S Hunter invitation to meeting at GCAC
- \* C 2.9 B Thrift, CVRCMAC, enquiry re insurance letter of currency
- \* C 2.10 G Stanfield, HMEFC, enquiry re insurance letter of currency
- C 2.30 Received completed Large Model Permits to fly forms from the following:  
J Daly CKSMAC, S Bishop MDMAS, T Jones COMSOA, T McDonald SMAC,  
G Patton COMSOA, S Clark SRCS, T Martin SRCS, N Thomas CKSMAC (x4),  
P Jackson MMAC (x2), B Simpson RFC (x2), D Forster WRCS, D Nott FATMAC,  
D Crossingham HMAC, J Abrahams CKSMAC, J Sultana BPMAC, J Russ COMSOA,  
T Owen SRCS, Y Chetty CKSMAC, A Harris COMSOA (x2), M Lemam MDMAS,  
R Zyp BAC, S Goulstone RAAFMAC, P Giles JFA NSW

**Late Permits:**

- C 2.31 Received Cancelled Large Model Permits to fly forms from the following:  
R Zyp BAC (x3)
- C 2.32 Newsletters Received:  
MASA, Feral Flyers

**Late Correspondence:**

**Correspondence Out:**

**To MAAA:**

- M 1.1 Lapsed heavy model inspectors

**To other than MAAA:**

- C 2.1 Forwarded to CASA
- C 2.2 Forwarded to CASA
- C 2.3 Forwarded to CASA
- C 2.4 Forwarded to CFI
- C 2.5 Forwarded to CFI

**Business Arising from Correspondence:**

- C 2.6 Application to host NSW state F3C Championship this will also be the team selection for the Australian F3C team. This event was approved for 2-6 October 2014 at Cootamundra State Field.
- C 2.8 The president read the request from GCMAC and advised after some discussion with the meeting that he will be attending the meeting on 22 July.
- C 2.7 BCRF Helifest was moved to general business.
- C 2.9 & 10  
Copy of the letter of confirmation was forwarded to these clubs and present to the meeting.
- C 2.3 The Wyong River club applied for a height clearance for a competition and were seeking assistance from MAS to subsidise the cost (\$320.00), it was discussed and the meeting declined to support this as it would set a precedent for future applications. There is further detail in the CASA Liaison Officer's report about the sort of costs that can be expected.

**Moved:** PRCAC **Seconded:** WPMAC **Carried**

## Reports

**Treasurer Bob Bishop**

### **Business Arising from the Treasurers Report:**

The Executive are seeking approval to issue a credit card to the Secretary for the payment of Association business, specifically the CASA application fees that have to be paid before any approvals will be issued. In the last month this totalled almost \$1200, which was paid from the Secretary's personal account to enable these applications to be processed in a timely manner. The issue of a card was also discussed with other associations at the MAAA Conference and most have issued cards to limit the personal financial load on various office holders.

Motion: The secretary be issued a credit card on the MAS NSW account for the payment of Association expenses. The receipts and justification will be presented at a normal business meeting for ratification and payment.

**Moved:** UMAC **Seconded:** NSW SAS **Carried**

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

**Moved:** SSME **Seconded:** GMAC **Carried**

### **Other Reports:**

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

## **President**

**Bob Carpenter**

Firstly I would like to notify the appointment of the following members:

- Martin Cochrane – Deputy Chief Flying Instructor North
- George Atkinson – Deputy Chief Flying Instructor South
- Greg Hoy – Education Officer
- Steve Norrie – State Field Officer

These are reappointments and I would like to thank these members for their previous service and welcome them back. It is dedication by the members of MAS NSW that allow the executive to continue to function to provide the services required by our clubs and individual members.

I will be providing a separate article for publication in the newsletter in conjunction with our Public Relations Officer that gives the reasons for the increased emphasis on communications and how we are targeting the aeromodellers of the future. We have done extensive research into how we need to position the organisation, our target audience and the conclusions that have resulted. We will be providing what the Executive believes is the way forward and will be asking all our member clubs to embrace and support your Executive. We will allow time for input from our clubs and will also provide this information direct to clubs via our emailing system.

## **Secretary**

**Tim Nolan**

Your Executive are continuing to work to promote the state body and raise the profile and general level of awareness of model aviation. This includes working with CASA and the MAAA to ensure that we are delivering a constant, consistent message.



An example of this has been the recent Model Day show held at the International Regatta Centre, Penrith in Western Sydney. There were more than 2,500 people in attendance the majority being family with children. There is a separate report on the event in the newsletter.

It would be appreciated if when contacting me you could make it during business hours as I have a family. If the matter is urgent then call, drop me an SMS or email, I do check them regularly.

**Registrar**

**Dave Lewis**

MAS NSW can now accept payment by Direct Deposit to their new Bank Account

Please take a screen shot or a scan of the printed deposit receipt and send that to me along with the MR1-1 affiliation form either by Email or Post so that the MASNSW Treasurer and I can reconcile deposits.

The MAAA Online Database has had its security upgraded and the data contained therein encrypted last week, this along with modifications to allow Clubs to set up to 10 different Club Fee structures (if you wish) will allow Clubs who choose to do so the ability to:

1. Affiliate their Club
2. Set their Club Fees (if they wish)
3. Update their Executive list (including contact details)
4. Renew existing Club members
5. Affiliate new members (new to Club, or new to MASNSW, or new to MAAA)
6. Update Club member postal and email addresses ready for the 2014/2015 Season
7. Retrieve detailed lists of 2013/2014 club members (as well as those renewed for 2015/2015)

If your Club wishes to have their representative administer the above or just have View Only rights – please contact me for a log in and password.

Should you require further information or clarification - please contact me on the following numbers H (02) 9735 7600 or M 0439264220

**Chief Flying Instructor**

**Bob Carpenter**

It is with great pleasure that I can announce that the Instructors course/workshop that has been developed by MAS NSW over the past few years has been endorsed and approved as the standard for all training courses in Australia. This was voted on at the MAAA Annual Council Conference.

As notified in the Annual Report at the AGM we are calling for nominations for the next round of Instructor courses and workshops. We have some nominations and the weekend that has been selected is the 13-14 September. We have discussed the location of the course and there is considerable interest from the North of the State. Depending on the number of nominations we may conduct a course in the North followed a few weeks later by a course in the South of the State.

If you wish to nominate for the course please have your Club Secretary send the nomination to the MASNSW Secretary. If you are a current instructor who wishes to refresh your knowledge of newer techniques and technology changes, you can self-nominate by contacting the MAS Secretary. Finally if you are a member of a club executive who would like to observe the course there will be positions available.

**State Flying Field secretary / PRO Steve Norrie**

The kitchen now has a gas stove installed, thanks to Grahame and Helen James for donating the stove. Installation cost for the stove was \$150, I am still waiting for an invoice for the installation.

The field continues to be maintained in top condition by the Cootamundra Aeromodellers Association members.

**CASA Liaison Officer Tim Nolan**

At the recent MAAA conference there was a presentation from Kevin Scrimshaw from the Sports Aviation Safety Assurance Office, this is a team of seven who are responsible for the management of model aircraft amongst other aviation activities, including war birds, gliders, balloons, parachutes, light aircraft sports aviation, rockets and ultra-lights. These 9 disciplines cover 48% of all aviation activity. The presentation provided a clear overview of what is expected of model flying activities and where they can and cannot be conducted.

There was also considerable discussion on the issue of area approvals, public displays and also height approvals. CASA like all government bodies have moved to a user pay model for the issue of these approvals. The time involved in these is usually two to three hours of work (currently the hourly rate is \$160 per hour) accordingly approvals are costing between \$320.00 and \$480.00. An Area Approval can take between 4-5 hours to complete, again at \$160.00 per hour, these approvals are currently valid for three years but this is under review and if there are any changes we will advise.

With any of these applications a risk assessment will be required. The format is contained within MOP 022, and the forms MAAA 032 and MAAA031. When completing these, applicants should focus on the hazard, and not the consequences. EG: a model flies away..., a model hits someone..., a model hits a full size aircraft... Consider the probability and the severity, and what steps can you take / implement to mitigate the hazard?

For those making an application please contact me if you are not sure of what is required. All applicants should consider the quality of the documentation they submit as this reflects directly on MAS NSW.

Given the amount of work and the number of these being dealt with by CASA it is critical that the time lines set out in the MOPs is followed.

There have been a number of issues where people are not sure if an application is required, please contact me and I will seek advice from CASA if you need to complete a full application. There will be no charge for this assistance so we are better to ask and be sure rather than leave ourselves open to any possible prosecution.

**Public Relations Officer Aranka Nolan**

This report will be published as a separate article in the newsletter authored by the President and the Public Relations Officer.

**Newsletter Editor Rob Masters**

From the August edition onwards we will be changing the way we send out the email version of the newsletter. We will be using a bulk email program rather than sending out through my outlook email account. This has a number of advantages for us, not least of which it will be a much more efficient process. As well, I will be able to get “bounce” reports which I can then sort by club and pass on details of members whose emails have bounced to their respective club secretaries.

I will be taking the address list as it stands each month from the new MAAA database so hopefully we will have a much better successful delivery rate than we have enjoyed in the past. First attempt will be the August edition and if the trialling I have done with members of the Executive are anything to go by you shouldn't notice any difference.

**Change to dispatch timing of the Email Newsletter**

The timing of newsletter distribution was discussed. Currently the electronic newsletter is held back until the post copies are in the mail to try and have them arrive at the same time. The Executive are trying to improve the timeliness of communication and to this end are looking to send out the email version of the newsletter to members as soon as it is completed and ready for the printer. This change will enable members who receive the newsletter by email to read and review the last meeting and have an opportunity to submit material/ issues to the Secretary for inclusion in the next meeting a lot earlier than is presently the case.

Motion: The electronic version of the newsletter will be distributed to members as soon as it is completed and not held back until the printed version is ready.

**Moved:** UMAC   **Seconded:** NSWAS   **Carried**

### **MAAA Conference Report**

### **Bob Carpenter**

MAS NSW was represented at the 2014 MAAA Annual Council Conference by your President, Vice President and Treasurer. The conference was held in Darwin over the weekend of the 17-18 May. This location was selected on the normal rotation basis to allow all members of each state to observe how the MAAA is administered and the process of the Conference.

MAAA had two major presentations this year. The first was from Mr Kevin Scrimshaw from CASA. He is the national point of contact for MAAA on all matters involving Model Aircraft and CASA. He spoke at length on the way that CASA works when dealing with aeromodelling and provided information regarding CASA Approvals for Public Displays Height Clearances and Approved Model Flying Areas. You will see information from his presentations over the coming months in our CASA Liaison Reports.

The second presentation was from the marketing company that MAAA has contracted to improve the total image and marketing of all areas of MAAA. The individual members will have already started to see some of the work through the survey that has been conducted and increased information from MAAA. I would ask all members to provide feedback to both MAS NSW and MAAA on the way you see this marketing exercise progressing. It is important that we are meeting the targets that mean increased service to all our members.

The formal portion of the Conference was from the agenda provided in advance, where MAS NSW and all other organisations put forward items for discussion and voting across - most of these are of an administrative nature. I should place emphasis on the situation where your representatives are also the Board of Directors of MAAA and therefore are actually wearing two hats. They are representing your interests as an individual state and also need to take into account what is best on a National basis. This gives rise to some very robust discussions. We are waiting for the official minutes to be published and will advise all members when they are available.

Some of the key points are:

- The MAAA fees remained the same for 2014/15.
- The Insurance recommendations were accepted and this has subsequently been paid with your total insurance system in place from the 31st May. This involved changing of one of our providers due to costs, with an improvement of benefits.
- Carl Bizon from Victoria was elected as the Vice President of MAAA replacing Tahn Stowe.
- The MAS NSW Instruction System was approved as the National Standard.
- There will be provision for changes to your status during the year for Wings, Instructor Status etc. Changes will not represent a reprint of the actual membership card.
- The new registration system has been improved as a result of inputs from MAS NSW and others.
- Results of the Club Grants System will be released in the near future. The date will be provided in the newsletter.
- MOP 27 Award of Wings is to be completely rewritten to reflect the changes in technology and to incorporate changes from member feedback.
- Multi Rotor Wings System will be introduced to provide a Proficiency Award for this class of aircraft.
- Many of the sub committees will be disbanded and replaced by working groups as the need arises.
- There will be a mid year (late 2014) meeting of the Presidents in conjunction with the Annual Financial Conference to continue the administration and adopt changes to procedures as required.

**Awards:**

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

Ron Edwards	SSC	76711
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**Applications received for the approval of MAAA Fixed Wing Power – Gold Wings:**

Robert McGuire	PMRCMAC	67085	
Ian Smalley	HEFC	34415	
Billy-Joe Padman	Wagga Wagga	74588	(deliver to Registrar)
Paul Barbour	CVRCMAC	76526	
Simon McCann	GMAC	46076	
Daryl Woolfe	GMAC	76309	

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

**MAAA Inspector Approvals:**

**Heavy Model FW 25 Inspector Approvals:**

No applications received

**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**

No applications received

**MASNSW POINT SCORE COMPETITION AWARDS 2014:**

NSW SAS      Large Scale Championships      Taree      May June 2014

**General Business:**

**The first item of General Business is:**

**The next Business Meeting and the Annual General Meeting of MASNSW will be held on Friday 11 July 2014 at DOOLEY'S Waterview Club starting at 8.00pm all members and visitors are welcome.**

1) MAS NSW open display day will be held at Vineyard on the 4,5, & 6 October long Weekend. Current planning is underway for the trade to be present, schools and there will be local press from Western Sydney to be in attendance. All MAS NSW members are welcome to come along and fly. Sunday will be open to the general public and as such all pilots will be operating under MOP 019. Here is a chance for you to come and show what we do, if you are interested in flying on the Sunday you will need to come along on the Saturday so that you are familiar with the field layout and restrictions.

Catering will be provided by the local RFS and for those who were there last year will remember it was a great job done, and all the funds have gone back to the local communities.

If you would like further information then please contact the President Bob Carpenter of the Secretary Tim Nolan.

2) CVRCMAC asked about chat on some forums ( <http://www.australianflying.com.au/news/rpa-expert-voices-industry-concerns> ) about proposed changes to RPAs (Remote Piloted Aircraft) in reviewing the draft legislation it also mentions model aircraft and they are not included in these RPAs as "they are primarily flown for fun and recreation." CASA is in the process of moving a lot of these aircraft into S102 where all commercial operations will reside. MAAA is in regular liaison with CASA and when any changes are made we will be advised by MAAA. Whilst any of these are operated as "model aircraft" at a field then there are no issues from the MAAA insurance.

3) The President then heard from various members present about their concerns over safety at the Coffs Harbour Helifest. The president then addressed the meeting on some of the information in his possession, and a short video was played to the meeting. There was significant discussion over the behaviour at the event and the host club, BCRF. The meeting was advised that enquiries are ongoing and when completed a more comprehensive report will be made to the meeting.

**There being no further business before the meeting, the meeting was declared closed at: 10.10pm.**

# MASNSW 2014 Events Calendar

(Compiled 21/6/2014)

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

## June 2014

28-29	Sportsman Pylon (Q500)	Nowra	Peter Kerney	0407 013 230
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## July 2014

<b>11</b>	<b>MASNSW General Meeting – Waterview-Dooleys</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
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
<b>8</b>	<b>MASNSW General Meeting – Waterview-Dooleys</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
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
<b>12</b>	<b>MASNSW General Meeting – Waterview-Dooleys</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
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	Not given
12-21	6th Annual Manila Slope Fest	Manilla	Steve Wenban	0437 032 660
21	Sportsman Pylon (Q500)	Richmond	Peter Kerney	0407 013 230
27-28	Grand Slam IMAC event	Gunnedah	Chris Rutter	0427 877 079

## Oct 2014

3-5	State Championship F3C (Helicopters)	Cootamundra	Marc Swan	0419 214 700
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
<b>10</b>	<b>MASNSW General Meeting – Waterview-Dooleys</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
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
<b>14</b>	<b>MASNSW General Meeting – Waterview-Dooleys</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
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

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

## Club News

Col Buckley  
(WRCS)

### LANDING - A Compulsory Maneuver

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There's an age old saying amongst not only private & commercial pilots but modelers as well. "You are only as good as your last landing".

So what constitutes a 'good' landing? Is it no damage, plane right way up, can be taxied back, airframe uncracked or is it when wheels gently kiss Mother Earth. To achieve good landings there are proven techniques to consistently slide rubber onto grass much to the envy of mates. There's so much truth in the phrase "A good landing is usually after a good approach". Sure, every so often you'll grease one in from a poor descent but why give yourself an inconsistent record?

If you're disciplined enough to regularly fly square circuits with the upwind leg straight down the strip, you're well on the way to achieving unflinching landings. By banking into a 90 degree base then a 90 degree final, these steps will constantly line you up with the dotted line - dramatically cutting down on extraneous things to think about.

Before you leave home, ensure the model is correctly balanced, both laterally & longitudinally so it doesn't hang nose heavy or is pitch sensitive due to being tail weighted. A nose heavy aeroplane needs constant elevator to achieve horizontal attitude and can also be sluggish when flare is applied. Conversely a tail heavy machine will rear up when elevator is breathed on, presenting too much angle of attack & giving lift just when you don't need it. If one wing is heavier than the other, this wing will

drop at low speed, calling for immediate, unwanted action on the sticks. A correctly balanced and trimmed aircraft will present a perfect attitude on approach which is conducive to a good landing.

When squeezing elevator for the flare it's very easy (Mode 1) to subconsciously pull down at a slight angle, activating rudder which then awkwardly angles the aircraft close to the ground. To eliminate this, try adding around 40% expo to rudder so that unwanted sideways pull is negated.

One common fault on approach is to have the throttle at idle and constantly pull elevator. This slows down the aircraft until it reaches stall speed. As there is little or no airflow over control surfaces, sticks are pushed too & fro in vain trying to gain control. The aircraft slams in from a few meters up or tip stalls onto one wing and cartwheels. You never see commercial aircraft 'butterfly' onto the tarmac. They all have plenty of forward motion...that's why there are runways.

Throttle management is an important part in the landing process, especially when there's an element of wind. Don't be afraid to use throttle to maintain airspeed – even right up to the moment of touch. Blipping throttle maintains forward motion, averting the stall and giving flow over control surfaces enabling full command. Particularly true when there's a high wing loading.

The variable factor when landing is wind. Hopefully there will be none, or it's straight



down the strip. In the real world, this doesn't happen too often. Don't fight wind. Befriend it and allow it to be an ally in landing.

If the wind is at your back, slightly overshoot base before turning final to get on centerline track. If you feel the crosswind on your face, undershoot the base leg allowing the breeze to take the aircraft and line it up on final turn.

Elevator controls attitude and throttle altitude. Around 20-30 degree approach on final is what we strive for. Coming in on a long, low final trying to maintain speed, altitude and then flaring right at the beginning of the field, a long way from the flight line is making a rod for your own back. Similarly, dive bombing the final approach builds up airspeed (something we are trying to wash off) as well as needing honks of elevator on the flare.

By descending with throttle, controlling direction with rudder (to keep from wing drop if aileron only is applied), just a

squeeze on elevator and holding it will see a graceful touch down. Be patient and let the aircraft sink to the ground. If you have not allowed enough runway or off course ...make an early decision to go round. Slowly apply throttle to full and be watchful for the death roll as the plane is near stall and torque could be the catalyst that spins it earthwards.

In severe crosswind conditions, to hold the aircraft on centerline, plenty of rudder is needed. To stop the plane rolling from further effect of rudder, apply a dash of opposite aileron (called cross controlling) keeping wings level. This maneuver can be practiced at a safe height until it becomes second nature.

With practice precise landings will become the norm, regardless of conditions. Spend a session doing touch & go's to educate thumbs. Look and feel what conditions are for the day and adjust techniques to get as much of them on your side before take-off and utilize them all on approach.



## Young Pilot Showing us all How it is to be Done

As a Heli instructor at the Rebels Flying Club Australia I have had the great pleasure of watching one of our youngest members progress in leaps and bounds in the field of rotary wing aeromodelling.



The Club is very proud of 5 year old Rhys Wyatt who has been flying for approximately 1 year now and has attended a few RC helicopter funflights in NSW during this time. Rhys recently attended the Coffs Harbour event and managed to wow the crowd with his skills and approach at such a young and tender age.



Rhys started flying with a Blade MCPX and now has a Align Trex 250 and Align Trex 450 which he has progressed onto. Just recently Rhys has also been flying his father's Align Trex 600 Nitro which he loves.

Rhys states that he uses Phoenix RC simulator and Realflight 7 to practice before coming to the field.



Rhys is accomplished in hovering and flying the model through forward flight and is now learning "Tic Toc's, Front and Back Flips as well as inverted flight with loops and rolls in between. So far Rhys has crashed into a tree which was his fault and apart from some equipment issues (which he has landed safely) he is trying to be careful and not crash which is amazing from such a young mind.

Rhys's dad Murray looks after the models as far as maintenance is concerned with the help of Rhys of course! When I spoke to Murray he mentioned that he started Rhys's flying career by having him on his buddy box until one day they forgot the cord which resulted in Rhys going solo after just 12 flights with an RC helicopter.



Rhys can now hold the radio on his own which is

interesting because when he first started his hands were not big enough to hold the transmitter which meant he had to rest the radio on a tray and hold the sticks like an adult would operate a piece of machinery...

Rhys turned 5 in March this year and is a welcome sight on a Saturday morning amongst our members and visitors alike. It is so refreshing to see young people giving the sport a go from such a young age. Additionally Rhys was fortunate enough to win a brand new HD Cell 500 helicopter kit (supplied by Revolution RC) at the Coffs Harbour Helifest event held in May this year, everyone cheered and felt it was so deserving of his efforts over such a short time. Rhys is super keen to maiden the new machine in the coming weeks.

The club wishes Rhys all the best in his future endeavours in Aeromodelling.



## Check, Mate

Daryl Woolfe (GMAC)

G'day to all,

A little while ago, I was asked to help out with the instruction of a new pilot to our club. I was quite pleased that my fellow club mates thought I was good enough to take this task on. I was also quite willing to help out when and where possible.

The new pilot had just finished a flight with another club instructor and was dutifully informed that I would handle the next flight as his instructor. He agreed and said that it would be good to get a different perspective from another good pilot (he obviously was not talking about me!). I checked the model over for my own benefit, and looked carefully at the orientation of the control surfaces to the input of the sticks. I then thought that I might see what the new pilot had learnt about checking for free and correct movement.

He said he was ready to go so I asked him if the model was ready and he replied that it had just flown and everything was good so why would it be any different. I suggested that he should check everything just in case something had changed. He laughed at me and told me that it was OK to fly.

Now, I insisted that he double check and he sighed a bit and went through the good old spectacles, testicles, wallet and watch, amen procedure and announced that all was well. Again, I asked him if he was totally sure about that. Again he replied yes. I had him do the check no less than eight times and he still did not see that the ailerons had been reversed. He had been so focused on the fact that they moved when commanded that he did not notice that they moved in the opposite direction to command.

To take people back a while in time when I was motor racing, and doing very well for myself as well, when during the third race of the day my go kart came to a grinding halt just a couple of hundred metres into the race. I had won the first two heats and was already preparing the victory speech in my head for when I mounted the top step of the podium. What on earth had gone wrong?

I had not touched a thing from the previous two races and all the indications were just how far I would win by, yet here I was sitting on the side of the road watching the drives screaming by. Then

another driver had his engine seize and another and another. Something was seriously wrong here. The answer was simple but expensive. Young children had been running around the pit area and had been winding in the mixture screws on the carbies. We, as drivers, had not even given it a thought to double check the settings as we had not touched them so what could be different to one hour ago. I checked my mixture screws every race after that day.

Back to the flying day and what the new pilot did not realise is that I had reversed his ailerons just to see what he would pick up. It was easy to do as the reversing switches were old style slide switches and I simply did it as I put the transmitter down after doing my own check. I even asked him to look if the right aileron was up when the stick was right and he replied yes.

I was amazed at how he had talked himself into believing the control surfaces were correct. After all they moved when he commanded them to, so what could be wrong? I gave up and told him what I did and why. Now he saw what I had been trying to get him to see.

I told him my story with the karts and stressed that we as drivers had not touched anything. What if a similar thing was to happen here if someone was just admiring the transmitter and moved a couple of switches and failed to return them before putting down the transmitter. Nothing would be deliberate, it would be simple curiosity on their behalf.

So before it becomes checkmate for you model, check mate!

Take care, be prop aware!

Regards and respect  
Daryl Woolfe

Grafton.

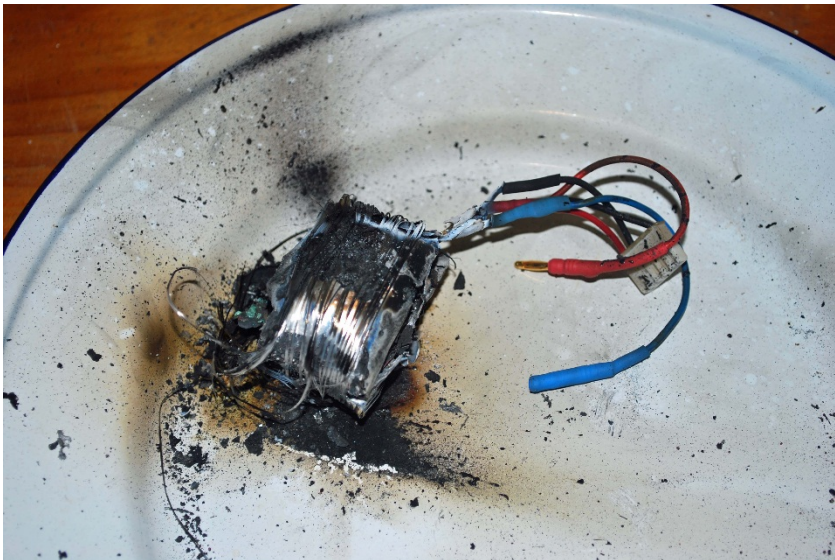


## A Salutory Tale of LiPos

Mike Colston (EOT)

When I returned home after the Wyong EOT event I had a large number of packs that needed to be put into storage mode. I immediately set up my charger and put some 3S batteries on to commence the process (I can put two batteries at a time into storage mode on the charger). Once these were complete I replaced them with a 3S and a 2S pack. I was distracted at the time as I was making repairs to a model. The charger asked me to confirm that the 2S pack was a 3S pack (I had forgotten to change the setting) which it does not normally do when in storage mode. However, as I was distracted, I simply confirmed that it was 3S without checking and then left my workshop to

do something else. When I came back 20 minutes later the room was full of foul smelling smoke and the pack was a pile of ash! I have never had a battery fire before, however, having read about them I recently started placing all batteries on a steel plate whilst connected to the charger and storing them in a steel box. I was amazed at the intensity of the fire in a 450mAh 2S pack. If it hadn't been on the steel plate it would have set fire to the bench and, in all probability, caused a major fire. I guess the moral of the story is twofold, always take care when charging LiPos and make sure if the worst happens that it will be contained.



## Wyong Joint IC/EOT Event

Mike Colston (EOT)

A joint IC/EOT Old Timers Event was held at Wyong over the weekend of 17-18 May. Despite some problems with emails advertising the event, we had a creditable turnout of half a dozen electric pilots, comparable to the number of IC pilots. I believe that the two groups operated in a much closer fashion than during the first event last year. IC and electric were often in the air at the same time and the EOT programme was designed to align as closely as possible with the IC programme. A number of electric fliers attended the dinner on Saturday night, which, I am reliably informed, was excellent. I should like to thank Wyong River M.A.C., and particularly Bob Marshall, for making us so welcome at the event.



*A line of contestants*

The weather for the weekend was near perfect, the only problem being a lack of lift for much of the time, but that just made it more competitive as it tested the pilots' skill at milking such lift as there was. Peter Henderson and Phil Stevenson



did a terrific job running the EOT events and we managed to run heats and fly-offs in all classes. We used the open format, where pilots have a defined time period to fly a specified number of flights, normally two, in a particular class (1/2A Texaco, Texaco, etc.). The exception to this was the fly-offs when we had a mass launch of those that had qualified for the fly-off with the last one in the air being the winner. This ran very smoothly and, in fact, we found ourselves completing the programme of events well ahead of schedule.



*Half A Winners*

Thanks to Linda Payne for taking the photos and for making them available. Overall it was a great event and, once again, thanks to the Wyong River Club and SAM fliers for the invitation, we will look forward to next year.

The results for the weekend's events were as follows:

- \*E-Duration- 1st Phil Stevenson flying a Playboy  
2nd Brian Payne flying a Bomber  
3rd Michael Colston flying an Airborne
- \*Nostalgia- 1st Phil Stevenson flying a Zoot  
2nd Peter Henderson flying a Zoot  
3rd Michael Colston flying a Zoot
- \*Height Limited- 1st Michael Colston flying an Airborne  
2nd Phil Stevenson flying a Bomber  
3rd Brian Payne flying a Playboy
- \*1/2A E-Texaco- 1st Phil Stevenson flying a Playboy  
2nd Michael Colston flying an Airborne  
3rd Peter Henderson flying a Dallaire
- \*E-Texaco- 1st Gary Andrews flying a Bomber  
2nd Phil Stevenson flying a Bomber  
3rd Michael Colston flying an Airborne

## Upcoming Events



# NSWPF

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

## NSW Pattern Flyers will be holding a two day event at **Wingham**

Hosted by the **Manning Model Aero Club** on the **12<sup>th</sup> & 13<sup>th</sup> July 2014**

*Come and join in the fun of Aerobatic competition*

The Field is in Wingham, off Racecourse Road, which is 1.5 km up to the right off Comboyne Road from the railway line in town.

A BBQ will be operating on both days, so plan on eating their fare to help the Club funds.

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](http://www.nswpattern.org.au) under the Schedules tab

Please pre-enter by Wednesday 9<sup>th</sup> July, by following the link on our website [www.nswpattern.org.au](http://www.nswpattern.org.au) or email [entry@nswpattern.org.au](mailto:entry@nswpattern.org.au).

For more information contact Felix Nieuwenhuizen, on 0428 880 633, or at [felchem@bigpond.com](mailto:felchem@bigpond.com)





Presents

## **FLY IN AND BOOT SALE**

26/27 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](http://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](mailto:hartleys.electrical@gmail.com) ph 02 6742 0222 work hrs

Pilot's name model name size and category

Judging Sunday 12.00 to 1.00pm during lunch

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



## **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 3 August 2014 – 9:30am Pilot briefing**

Practice from 12 noon Saturday 2 August 2014

PLEASE NOTE- ENTRIES BY 9:00am SUNDAY

**Must have proof of current MAAA membership**

**Entrants and callers must bring hard hats**

**No motor starts before 9am or after 5pm**

FUEL SUPPLIED ON RACE DAY

PLEASE NOTE NO CATERING AVAILABLE  
BRING YOUR OWN FOOD AND DRINK

*Novices and New Racers Always Welcome*

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Contact: Peter Kerney **0407 013 230**

Or check out the Web site

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

Further 2014 dates:  
Richmond 21 September  
The two Marulan dates TBA

# TARMAC SCALE RALLY

At our Somerton Flying Field



## 23<sup>rd</sup> & 24<sup>th</sup> August

Flying starts at 10:00 on Saturday



Only \$15 per entrant  
(any number of aircraft)

\$10 for static only

Open Keyboard



Sorry, no "Sports" models. All models must be a replica of a real type of aircraft



Barbeque meals available  
throughout the day

Discounted Motel rates  
available on request



For directions or contact details visit our website [www.tarmac.org.au](http://www.tarmac.org.au)

For any other information, contact: Richard Exler – 0438 314882

# Gunnedah Grand Slam IMAC EVENT

27<sup>th</sup> 28<sup>th</sup> September

Gunnedah's Maiden Event

All skill levels catered for from Basic to unlimited.

if you can do a loop and a roll you can do basic.

Great chance to try a relaxed specific discipline

flying event

in the North West of NSW

MAAA members only to fly

Catering both days hot and cold drink and food

camping with shower and amenities available

Phone Chris Rutter on **0427 877 079** for any details

see <http://www.gunnedahrc.com/> for map location.



**Presents the**

# 2014 F3C NSW STATE CHAMPIONSHIPS

**When**

3<sup>rd</sup>, 4<sup>th</sup> & 5<sup>th</sup> October

**Where**

## NSW State Field Cootamundra

**We will be flying the new 2014 Schedule for all classes.**

**Sportsman  
ADVANCED  
EXPERT  
F3C**

**This is also the Team Trials Event for F3C to select the team members for the 2015 World Champs.**

**Canteen will be Open Friday, Saturday and Sunday for Breakfast and Lunch & throughout the day.**

**More information will be updated shortly.  
If you want info in the meantime please call me  
Marc: 0419 214 700**

## *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 power unit would be adequate. The fuselage is over 10 feet long with 7 foot span and has removable wing tips for easier transport. A very light wing loading with its huge delta configuration for this model is 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.



Any expressions of interest please contact Joe.

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



**Deadline for submissions to  
Newsletter #368  
(August/September 2014) is  
Tuesday 12<sup>th</sup> August 2014.**

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