

MINIATURE →
AERO SPORTS
NEW SOUTH WALES INC.



Rod Bryant's Air Epic Zebra at the recent Gunnedah Pilot's Choice Scale Rally

Photo: Greg Dillon, RAAFMAC

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Diary Notes

Next MASNSW Meeting

Friday 12th September 2014, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.**

Following MASNSW Meeting

Friday 10th October 2014, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.**

Newsletter #369 (October 2014) deadline for submissions
Tuesday 16th September 2014.

Contacts

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

Miniature Aero Sports NSW Inc

MINUTES

Business Meeting

Board Room, DOOLEYS Waterview Club,
Cnr Clyde St & Silverwater Rd, Silverwater
Friday 11 July 2014

Meeting Opened: 8.00pm

Attendance: J Randall CKSMAC, G Atkinson WRCS, B Thrift CVRCMAC, K Barnes PRCAC,
R Masters WPMAC, D Lewis Cootamundra, R Carpenter HMAS, T Nolan ROW,
J Deece HMAS

Visitors: S Clarke SRCS

Apologies: S Hasselt CKSMAC, E Ashley CVRCMAC, B Bishop CMAC, D Costelloe QFS,
A Nolan ROW

Minutes: Motion that the minutes of the Business Meeting held on the 13th June 2014 at Silverwater and as published in newsletter 367 be accepted as a true and correct record of that meeting.

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

Business Arising: The Vice President advised the meeting of the recent passing of Roy Larsson (AUS 25345) aged 94, a long-time member of CKSMAC. Roy began his flying in the UK, then Spain before finally settling in Sydney where he flew for many years. His son fondly remembers the early days of stretching a bungee cord and also having to climb the trees to retrieve those aircraft; later watching in wonder as the aircraft improved with retractable landing gear. He was like a lot of modeller's of his generation a tinkerer and builder, a skill that is sadly disappearing. He was self-taught right down to having built his own radio gear and some of that will be added to the MAAA Museum as a lasting legacy and proof that tinkering is an integral part of what we all do.

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

Correspondence In:

From MAAA:

- * M 1.1 President MAAA, joint flying with other associations
- * M 1.2 Secretary MAAA, 2014 Council outcomes
- M 1.3 Secretary, Executive minutes from May
- * M 1.4 Secretary, request for Auditors information on the MAAA cards returned/used
- * M 1.5 Secretary, launch of the new MAAA website, and field locator functions.

From other than MAAA:

- * C 2.1 N Young, BRCF, numerous items re Helifest enquiry
- C 2.2 B Tomlinson, GMAC, feedback on proposed Grafton Helifest
- C 2.3 B Thrift, CVRCMAC, club use of the MAAA database
- * C 2.4 M Colston, GCMAC, comment on the recent meeting
- * C 2.5 H Oddy, NEMAC, MAAA Survey enquiry and membership enquiry
- * C 2.6 L Riley, Gunnedah, re local area approval
- C 2.7 D Kyle IMAC, membership/insurance enquiry
- * C 2.8 P Henderson, closed field policy
- * C 2.9 J Spencer, LMFC, enquiry re pensioner number
- * C 2.10 B Thrift, CVRCMAC, clarification of insurance cover and volunteers
- C 2.11 B Thrift, CVRCMAC, renewals and payments for MAAA.
- * C 2.12 S Norrie, quote for Cootamundra lawn mower.
- C 2.13 D Brown, Lithgow, FW25 Application form.
- C 2.14 D Wilson, HMAS, application for a Gas Turbine endorsement
- C 2.30 Received completed Large Model Permits to fly forms from the following:
D Moore SSSFA, G Poulter HRMAC, P Jackson MMAC, S Bishop MDMAS (x2),
Ray Wilson PMRCMAC, J French CKSMAC, S Lanham WPMAC, A Turner SRCS,
T Martin WRCS, J Zambelli LMAC, N Mackley COMSOA, C James CKSMAC,
A Goulding Lithgow

Late Permits:

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

C 2.32 Newsletters Received:

Late Correspondence:

Correspondence Out:

To MAAA:

C 2.1 The BRCF Helifest investigation has been completed and the report forwarded to CASA and MAAA.

To other than MAAA:

Business Arising from Correspondence:

- M 1.1 The meeting was advised on the contents and implications of MOP057.
- M 1.2 The president advised the meeting of the outcomes of the MAAA Conference, and that release of document is controlled as a number of items are commercial in confidence.
- C 2.5 Details supplied by MAAA Secretary on the Survey. When results become available the MASNSW Executive will advise the membership of the outcomes.
- C 2.10 All clubs are under this Act (WHS) considered a voluntary organisation and do not conduct a business under the NSW WHS Act 2011, see Section 5). The question of persons providing services on a voluntary basis; can be compensated for “out of pocket expenses”. This could include petrol to and from, meals etc, so there is no suggestion of it being considered a wage.

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

Moved: WRCS **Seconded:** PRCAC **Carried**

Reports

Treasurer Bob Bishop

Business Arising from the Treasurers Report:

The financial records will now and in future be circulated separately to all Clubs in a separate MAS NSW Bulletin (refer General Business for background).

Motion: That the Treasurers report be accepted and accounts be approved for payment

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

Other Reports:

President

Bob Carpenter

You will have seen in the latest newsletter an article by myself and the PRO on the reasons why we believe that a name change and look for MAS NSW is the way forward - to bring the administration, look and feel of the association into the 21st Century.

I would like all members to consider what we have written and provide feedback either to your club executive or direct to us here at MAS NSW. It is your association and we are the day to day managers but we need your thoughts on these new directions.

I would like to take this opportunity to let the membership know of ongoing discussion on web sites and forums that is continually denigrating MAAA and by inference MAS NSW, due to our position as members of the MAAA Council. You will note that you do not see any reply on these forums from your Executive. This is a conscious decision and we will not get into any form of public discussion on the forums. However, I am taking this opportunity to emphasise that your Executive will answer any requests for information from our members. All we ask is that you firstly go through your Club Executive and if this does not provide you with answers then we will take whatever action is required to provide you with answers.

Chief Flying Instructor

Bob Carpenter

The Next Instructors Course will be held at Grafton on 13-14 September. We have names of prospective instructors and if you would like to be involved please have your Club forward the nomination to the MAS NSW Secretary. We will also have places available for current instructors to refresh their knowledge of the new system and observers from Club Executives. I am looking forward to having the opportunity to take the course to our members in the north of the state.

State Flying Field secretary / PRO Steve Norrie

We have received an official quotation for an ex demo mower with 16 hrs usage for \$15500.00

The unit is a Kubota ZG332 Zero Turn Mower (with mulching kit) valued at \$21622.00 inc GST

For bookings please contact me at stateflyingfield@masnsw.org or 0418874740.

Date Start	Date End	Contact Name	Phone	Email	Event
Friday, 17 January 2014	Sunday, 19 January 2014	Norm Frazer	0402485384		large scale aerobatics
Friday, 7 February 2014	Sunday, 9 February 2014	Norm Frazer	0402485384		large scale aerobatics
Friday, 7 March 2014	Sunday, 9 March 2014	Tim Nolan			Scale Rally
Friday, 12 September 2014	Sunday, 14 September 2014	Grant Manwaring	0402133379	grantandmary7@gmail.com	oldtimer
Tuesday, 23 September 2014	Wednesday, 24 September 2014	Mark Purvis	0403027978	purvisclan@bigpond.com	
Thursday, 2 October 2014	Monday, 6 October 2014	Mark Chapman	0408320626	umac.nsw@gmail.com	State Championship F3C (Helicopters)
Wednesday, 15 October 2014	Sunday, 19 October 2014	John Rolfe	0401200870	cheza1954@optusnet.com.au	Scale Downunder
Friday, 24 October 2014	Sunday, 26 October 2014	Steve Norrie	0418874740	stevenorrie001@gmail.com	Large Scale Pylon

CASA Liaison Officer **Tim Nolan**

Advice has been received from CASA that they will start work on processing area approvals as they have a number from across the country. Part of the delay has been that they are investigating the possibility of these being issued for five years. A decision on this is expected shortly and applicants will be advised as soon as any information becomes available.

Other reports: Nil

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

Awards:

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

Alan Layton	SSC	52288
Bruce Thrift	CVRCMAC	28212
Darcy Perritt	LMMAC	76539
Carl Mayward	WRCS	81825
Eric Hills	EMAC	81713
Ian Boese	SMFC	??

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

Taze Cizzo	LMMAC	76477
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Applications received for approval for MAAA Fixed Wing Power Instructors:

No applications received

Applications received for Approval of Commercial Model Aircraft Flying Instructors:

George Atkinson	WRCS	52792
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Applications received for the approval of MAAA Helicopter - Bronze Wings:

Phillip Hamblay	RFC	76297
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Applications received for the approval of MAAA Helicopter - Gold Wings:

No applications received

Applications received for approval of MAAA Helicopter Instructors:

No applications received

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

No applications received

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

No applications received

Applications received and approved for MAAA Glider Instructors:

No applications received

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

Alan Cain LMMAX 36142

MASNSW POINT SCORE COMPETITION AWARDS 2014:

Coonabarabran Model Aircraft Club	Aerobatics	Coonabarabran	June 2014
Wyang River MAC	Old Timers	Wyang River	June 2014
Tamworth Area Radio Controlled MAC	Old Timers	Tamworth	June 2014
NSW Pylon Racing Club	Sportsman Pylon	Pitt Town	June 2014
NSW Scale Aircraft Society	Round 3	Richmond	June 2014
RAAF MAC	Aerobatics	Richmond	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 8 August 2014 at DOOLEY'S Waterview Club starting at 8.00pm. All members and visitors are welcome.

The meeting discussed the issue of the circulation and distribution of our newsletter. We are receiving feedback that some “groups” are looking closely at what we are doing and our new directions. The meeting considered the question of the appropriateness of continuing publishing our financials to all recipients of the newsletter when we are (by our Constitution) an association of clubs. The agreement was that the financials would no longer appear in the minutes of the meetings as they have historically. They will still be presented and approved at the normal monthly meetings in accordance with our constitution.

To continue with the open and transparent policy we have adopted the Financial Records will now be published in an email and distributed to the Executive/Public Officer of each Club, via the email contact list we have. Accordingly the minutes will now be circulated in two parts, firstly the minutes will be published as normal in the Newsletter, the Treasurer’s Report will be circulated via email to the club contacts, and their adoption will be recorded in two parts.

All individual members should contact their own Club Executive to see a copy of the MAS NSW Financial Statements, all other audit functions etc will remain the same.

The process for the adoption of the minutes will still be done at the commencement of the following meeting, with the items from the previous minutes being published in newsletter and the financials being circulated via MAS Bulletin to the clubs.

There being no further business before the meeting, the meeting was declared closed at: 9:40pm



CVRCMAC member Bruce Thrift receiving his Bronze Wings from MAS NSW president Bob Carpenter at the July 2014 Business Meeting. It’s apparently 34 years since Bruce started flying. Bruce says “I just never got around to it”.

Miniature Aero Sports NSW Inc

MINUTES

Business Meeting

Board Room, DOOLEYS Waterview Club,
Cnr Clyde St & Silverwater Rd, Silverwater
Friday 8 August 2014

Meeting Opened: 8.00pm

Attendance: T Nolan ROW, R Carpenter HMAS, B Bishop CMAC, D Lewis Coota, R Masters WPMAC, A Nolan ROW, S Norrie NSW SAS, G Hoy CMAC, M Stone HSL, J Deece HMAS, K Barnes PRCAC, J Kastelan BAC, J Rolfe NSW SAS, B Thrift CVRCMAC, E Ashley CVRCMAC

Visitors: J Borg CMAC, J Slaverio

Apologies: D Costelloe QFS, G Atkinson WRCS, W Swan UMAC, J Randall CKSMAC

The President welcomed Max Stone from HSL back after a period of absence and look forward to his continued contributions to the running of our organisation.

Minutes: Motion that the acceptance of the minutes of the Business Meeting held on the 11th July 2014 at Silverwater be deferred until the next newsletter (368) is published and the financials are circulated to member clubs. This will be the first item of business at the next meeting on 12 September 2014 (The minutes of this meeting will also be adopted at that time).

Moved: WPMAC **Seconded:** PRCAC **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, Executive Minutes June 2014

M 1.2 Secretary, copy of advice to CASA that Gosford City Aeromodellers are no longer operating under MAAA procedures and insurance.

* M 1.3 Secretary, request for auditors report on reconciliation of expenditure to MAAA and cards issued.

From other than MAAA:

C 2.1 R Exler, TARMAC, display application for 23-24/8/14

- C 2.2 K Hartley, Warialda advice of change of contact officers for the club
- C 2.3 K Scrimshaw, CASA advice on suitability of possible flying sight.
- * C 2.4 M Johnson, Crown Lands, re enclosure permit at State Field Cootamundra.
- C 2.5 P Giles, enquiry re lapsed gas turbine endorsement.
- C 2.6 D Wilson, turbine application
- C 2.7 J Starky JFA, Temora Jets display application
- C 2.30 Received completed Large Model Permits to fly forms from the following:
D Bridge IMAC, W Mansell BAC, J Rolf NSW SAS, P Snape COMSOA, A Potoczko COMSOA,
P Celima CKSMAC (x3), S Thurkett SSSFA, P Rowinski CKSMAC, W Dand CKSMAC,
G Gosper FFMAC, L James SRCS, S Cooper LMMAC, J Consadine CKSMAC,
J Frost BRCFC (x2), B Weston GDAA, N Mackley COMSOA, C James CKSMAC,
A Goulding Lithgow, M Locock CKSMAC, P Crandon LMFC, N Thomas CKSMAC (x4)
J Russ COMSOA, P Crowfoot COMSOA (x2)

Late Permits:

- C 2.31 Received Cancelled Large Model Permits to fly forms from the following:
A Williams COMSOA (x2)
- C 2.32 Newsletters Received:

Late Correspondence:

- * C 2.33 R Masters, WPMAC, concerns over the MA focus not acknowledging the state bodies, and communicating directly with clubs.
BY CONSENT THIS MATTER WAS MOVED TO GENRAL BUSINESS FOR DICUSSION

Correspondence Out:

To MAAA:

To other than MAAA:

- C 2.2 Copy to Registrar and also forward to CASA for their records
- M 1.3 Forwarded to Crimmons (auditors) for information and a response. MAAA seeking verification of number of cards used against members affiliated to acquit the records.

Business Arising from Correspondence:

- C 2.7 Forwarded to CASA
- C 2.4 Enquiries as to the cost to purchase the road outright as opposed to paying \$140 p/a rent for this section of land at Cootamundra, Executive will advise when details are to hand.

Moved: HMAS **Seconded:** PRCAC **Carried**

Reports

Treasurer Bob Bishop

Business Arising from the Treasurers Report:

The financial records will be circulated to the clubs in accordance with current policy, the expenditure items were approved.

Motion: That the Treasurers report be accepted and above accounts be approved for payment

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

Other Reports:

President

Bob Carpenter

As you will all be aware the executive has been looking into a change for MAS NSW and there was a rather lengthy article in Newsletter 367 which gave the reasons for this change. I would like to thank all those who commented to members of the Executive on the move and we are aware that this has the support of the majority of the membership.

We as your executive will now put the total package together and this will include the website and all other communication systems that we have with both our clubs and individual members.

Over the next few months you will see updates and requests for information which will allow us to reflect the direction of our clubs and members.

We will commence 2015 on the 7th February with our name changing to “**Aeromodellers NSW**”. This will include a release of the web site and communications system to our members and an updated draft of the Constitution. The draft Constitution will be available for three months for review and the membership will then be voting to adopt the Constitution at the 2015 AGM in May. Once again I thank the total membership of MAS NSW for their support in this venture.

Registrar

Dave Lewis

Database

- Nearly 1800 New and Renewed Members so far
- Double handling adds time to process
- Paper work to me (either physical or Email) Early in week, cards back that week – post to Club on the Monday
- Australia post lost 2 out of 12 large envelopes (40+ Cards) in one week
- Waiting on Stickers to apply to Card when Gold or Bronze Wings obtained
- MAAA went on leave so that left 470+ Cards delayed for a couple of weeks
- Good number of Clubs doing their own regos via the Database
- Big thank you to Ernie of Camden Valley and Barry from SSSFA for being a testers
- Apologies for minor teething issues – some work still to be done

Point Score – Discussion points:

- How relevant is it to promoting competition?
- Haven't published top 10 in 2 years
- Haven't had an awards night in 3 years
- Haven't marked any particular event a “point score” this year
- Special Interest Groups (SIG) want to govern the Rules (originally it was MAAA approved Rules)
- Suggestion to:
 - Scrap the \$50 Bonus to SIG/Club Hosting
 - Invite SIG to announce Top 10 in their discipline
 - Recognise Top Juniors in each discipline
 - Combine Roll out Night with an Award Night in Feb 2015

Chief Flying Instructor

Bob Carpenter

As reported last month, the next Instructors Course will be held at Grafton on the weekend of 13/14 September. Planning and notification is now underway. As this course is in the North of the State we are also planning a further course in the Sydney region late in the year. This will be subject to numbers and availability of a suitable weekend.

Clubs will be receiving notification of an update to MOP 27 “Award of Wings and Instructor Rating” 13/07/2014. This MOP has the changes that include a wings system for Multirotors and the ability for Fixed Wing Instructors to assess the award of wings for Gliders. I feel that these changes are a very positive direction for our system.

You will note that I have given the date of the MOP as 13/07/2014 as it has come to our attention that it is possible by using Google to search that you may end up with a different (earlier) version of the MOP. The best method of downloading the latest information is by calling up the MAAA Web site directly. Google links to the files may very well be out of date and these links are not the property of MAAA. MAAA cannot fix this area. Please download direct from the MAAA Web Site.

State Flying Field secretary / PRO Steve Norrie

The grass has been a bit long at the field, for this time of the year that is OK as there is very little activity. We also have a ruptured pipe to the hot water system (apparently caused by the freezing temperatures being experienced) it is expected that the temps will increase over the next few weeks, at which time the pipe will be repaired.

At the July meeting approval was granted to purchase a Kubota mower for the field, this was delivered on Tuesday 5th August. After some safety instruction from the vendor the Coota club members put the machine to work. The runways are now all cut; a tidy up cut is required as the grass was damp at the time of cutting. By the time most of you read this the field will be in tiptop condition again.

The next item to be purchased will be a replacement generator. I have been informed that a unit may have been found but no details are available at this time.

Many thanks to the members of the Coota club for all the running around and organisation. Yes I put this in every month but it is required because there is not a month goes by without these guys doing something for ALL of us at OUR State Field.

For bookings please contact me via email or telephone.

CASA Liaison Officer

Tim Nolan

We have now received confirmation that all area approvals will be issued for a period of five years. This will save a lot of additional cost to club. CASA will now also commence tidying up some of the outstanding area approvals as a priority, and some of those that were issued without any expiry dates; these often date back many years. Those involved in this will be contacted by CASA and may need to supply some additional material in support of the new/ revised area approvals.

Public Relations Officer

Aranka Nolan

Now that the name is agreed and the design has been accepted we are moving to the next stage of our evolution; our website. There are many things to decide and for this thinking stage I need engagement from our aeromodelling community. There are three ways to get involved.

Firstly I want a list of examples of other website ideas that you think we should consider in our website. Please send links and tell me what you liked and why.

Secondly I want content, video and images that you would like on the site. This part also includes events for the calendar and club activities that might make good reading/viewing for members of our state.

Thirdly I am looking for volunteers to be part of a working group. What this working group will do is to work through the submissions and work with me to distil the ideas and content that has been provided, decide on the present and future needs of the site, decide on a the layout of and functionality of the site and then build and test it. I know there are some very clever web IT people in our community and having that sort of experience would be very valuable.

Along the way I will want people to go in and trial things so if you are interested in being part of the test group then claim your place there now.

This is an important step in our development and your involvement is going to make a big difference. Should you put your hand up to be part of this I make a commitment to run a well communicated and planned project, so we don't waste anyone's time.

Please email me on arankan@einsteinmarketing.com.au and tell me how you would like to be involved.

Other reports: Nil

Moved: PRCAC **Seconded:** CMAC **Carried**

Awards:

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

Garrick Heesen	PRCAC	82021
Murray Howell	UMAC	12656
Michael Payens	CCMAC	71137
Tristan Worsdall	WRCS	81733
Andrew Biddlecombe	WRCS	73840
Ian Boese	SMFC	81933
Eric Hills	SMFC	81713
Chris Cahill	CCMAC	81841
Hayden Goulston	RAAFMAC	76322

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

Richard Parmenter	GMAC	71443
Mark Drinan	WPMAC	23441

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:

Allen O'Toole	SHMAC	27084
Brian Hoggan	SHMAC	31220
Allan Aston	SHMAC	643994

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: CVRCMAC **Seconded:** WPMAC **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:

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 12 September 2014 at DOOLEY'S Waterview Club starting at 8.00pm. All members and visitors are welcome.

1) The President advised the meeting of the MAS NSW Open Day on the 4/5 October to be held at the Vineyard field. The various organising groups will be coming together over the next two weeks to

complete the planning for the event. Catering will be done by the Local RFS, and as those that attended last year will attest, it is certain to be as good or better. This is an opportunity for clubs to come along and share a good time.

Note that Sunday is a public display and we are open to the public so if you want to fly on Sunday in the display (and we would encourage that) you will need to fly on the Saturday to satisfy the Display Director that you are of a suitable standard and the type of aircraft is safe. For further information contact either the President or Secretary.

2) Planning is also underway to host the World 3DX Heli event at the HMAS field on the 15-16 November for those with an interest in 3D this is an event to watch.

3) Correspondence item C 2.33, R Masters (WPMAC), the author, spoke to the meeting questioning why MAAA new website was not acknowledging the various state bodies and communicating to the clubs (which they don't even recognise in their rules - they only recognise Affiliate Members) directly. This prompted questions such as "is the MAAA trying to marginalise the State Bodies" as this seems to be the style of communications coming out of the recent changes in MAAA marketing. There was also concern at the direction that the MAAA are taking in that they have not included a link to MAS NSW on the website page of State bodies when we represent some 20+% of the entire MAAA Membership.

There was general discussion on this matter and the direction and power of the MAAA Executive, the role of the Ordinary Members (State Associations) and the non-proportionate levels of representation within the Council covering the Affiliate Members that they represent. The following motion was put to the meeting from the floor.

"that this item of correspondence be forwarded to the MAAA for a formal response to the issues raised within it, and it be copied to all Members of the MAAA Council (Ordinary Members)"

Moved: NSW SAS Seconded: PRCAC carried

4) B Thrift on behalf of CVRCMAC thanked the President for the details in the WHS responses. These will be loaded into the new Aeromodellers NSW website under FAQ to start building a ready reference to common questions and issues.

5) B Thrift CVRCMAC on behalf of his club thanked the Registrar for his assistance and support with the new membership database and noted that the club is generally very happy with the new system. They have provided some feedback on some of the issues concerning them and these will be forward to the MAAA for consideration when the review is conducted on the system.

Thanks were also given for assisting member Don Murray regain his original number 47, unfortunately the new database will not allow a complete change but his original number is recorded against his record.

6) The Executive were asked when the results from the recent MAAA Survey would become available and how they would be circulated, the Executive have undertaken to seek some advice from the MAAA on when and how this information will be released in light of the continuing leaks from within MAAA Council.

7) There was discussion over the condition of the field and if it will be ready for the Scale event in November, the Executive and the Scale Society will monitor the situation over the next month. It is

expected that the condition of the new runways will improve with the new mower. This is a matter that the Executive will continue to monitor and they will look to develop some recommendations as to what should be done with the State Field.

There being no further business before the meeting, the meeting was declared closed at: 9:50pm.

How to Build a Model Airplane

Research:

Kits and components are not of equal quality. There's junk out there. Observe what works best for your fellow modellers. Chances are what works well for them will work well for you.

Do something every day:

Small efforts add up. You can't possibly be so busy that you can't find time to cut a wing rib or take a few licks with a sanding block. Do something, no matter how little, every day. You will be surprised how much gets done over the course of a few weeks.

Daydream:

Most of us spend more time thinking about a model building task than actually doing it. Don't waste precious workshop time merely thinking. When you are waiting in line at the grocery store or trying to fall asleep or driving home from work, plan your next shop work. Do this instead of worrying about your kids or your job—it's good for you.

Don't even think about your next project:

Time spent thinking about your next project while your present project is uncompleted is wasted effort. And it dampens enthusiasm about the work at hand. Stay focused. Concentrate on your current project instead.

Use the Right Tools:

Struggling with the wrong tools is frustrating and unpleasant. You will have more fun and do a better job if you invest in the right tools. They are a small percentage of your hobby expenses. It doesn't pay to be stingy.

Scratch build:

Buy or borrow plans. Buy wood and other materials in bulk and on sale. Select grain and density that's best for each part - kit manufacturers generally don't have time to do that. Don't fear to improve the design. Your cost will be less and the quality of the result will be better.

Ask:

Your fellow modellers are eager to share their knowledge, but they aren't a pushy lot—you have to ask. A good tactic is to start every question with a complement. Say "That's really neat. How did you do that?" If you go to the NATS or some other event where the experts hang out, you'll get more info out of these guys if you are one of them. So enter these events with the attitude that you are there for the experience.

One new thing at a time:

Try something new with each project—retracts, foam cutting, airbrushing—whatever you have never done before. But don't take on too many new things at once or else the complexity will balloon to more than you can handle.

Share what you've learned:

Explaining to someone else gives you better understanding. Sometimes this reveals a better way.

Have the courage to redo it:

Do not accept workmanship that is less than your best. If you discover something wrong, don't say it's good enough. Rip it out and do it right.

Crash it or trash it:

Build it to last, but fly it as if it were expendable. Well built airplanes seem to last longer. Too much caution in flying inhibits learning. A well-built airplane will perform more predictably, allowing it to survive your learning to fly it. Eventually the plane will either be crashed or discarded with the trash. Prefer the former.

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

MASNSW 2014 Events Calendar

(Compiled 16/08/2014)

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

August 2014

16-17	NSW State Titles F4C/F4H/Open Scale	Richmond	John Rolfe	02 9734 6288
23-24	August 2014 Scale Rally	Tamworth	Richard Exler	0438 314 882
30-31	Oily Hand Diesel Day (Old Timers)	Cowra	Andy Luckett	02 6342 3054

Sept 2014

6-7	NSW Pattern Flyers – Aerobatics State Champs	Gunnedah	Felix N.	0428 880 633
12	MASNSW General Meeting – Waterview-Dooleys	Silverwater	Bob Carpenter	02 4577 6612
13-14	Coota Cup – Old Timers	Cootamundra	Grant Manwaring	02 6241 1320
13-14	2m Glider Millennium Cup Round 5	Taree/Old Bar	John Kinlay	Not given
12-21	6th Annual Manilla Slope Fest	Manilla	Steve Wenban	0437 032 660
21	Sportsman Pylon (Q500)	Richmond	Peter Kerney	0407 013 230
26-28	Temora Jets	Temora NSW	Jason Starkey	0400 080 455
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
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

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

Jan 2015

24-26	35th Armidale Sailplane Expo	Armidale	Hutton Oddy	0425 285 758
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Club News

Col Buckley (WRCS)

Top Gun and Joe Nall - May 2014

If you are passionate about aviation, there are things on the Bucket List that must be ticked. One is a visit to Oshkosh and for we modelers, Top Gun in Florida and Joe Nall in South Carolina.

We did Oshkosh in 2011 and it was with excitement that we booked the USA for 'Invitation Only' Top Gun. Then two weeks later the biggest meet of aeromodellers in the world...Joe Nall 2014. We being three from WRCS at Belrose plus wives.

If you are into Giant Scale then Top Gun is the place. Lakelands, a small town near Tampa was the venue for this annual event. Some immaculately presented planes were seen at Top Gun. Scrutineers counted rivets and used rulers and Vernier gauges to measure aircraft and features. We only made Wednesday as heavy rain closed the event for the next three days. Radial Moki engines were the norm and we were gobsmacked at the detail some put into their aircraft. We also noted that maybe 'Top Gun' referred to building as there was some pretty ordinary flying. It was such a shame as the 'Big Guns' only come at the weekend and many cancelled due to the inclement weather. The last day, Sunday dawned clear and windless but we had booked an airboat ride on the Everglades so missed out.

After two weeks of touring which took in the Kennedy Space Centre, lunch with Indians, Savannah, alligator tours, and the 8th Special Ops museum, it was time for Joe Nall. This event is held at Triple Tree Aerodrome near Woodruff. Nearest big town is Spartanburg (where we stayed) about 40mins drive from the airfield. The originator of the event had a best mate called Joe Nall who met an

untimely death in an aircraft accident in 1989. In memory of his mate, the event from then on was named the Joe Nall Fly In.

As you drive in, the vastness of the event takes your breath away. With a 7000ft runway on a 440 acre site, there are five disciplines running. Helicopter, Classic/Scale, two control line circles, foamies and 3D. Behind is a huge lake speared by numerous jetties specially designed for floats. A fleet of yellow American school buses run all day taking spectators from one discipline to the next. This is not a public display as all who enter must be a member of the AMA (equivalent to our MAAA). According to statistics there were around 10,000 onlookers over the event. Over 1500 pilots were registered and aircraft as far as the eye could see. The runway was Bermuda grass and it was like a bowling green.



The incredible machine that cuts the runway

An incredible machine keeps it pristine and there are hundreds of volunteers who make this whole event a success. Numerous hiking trails, fishing & wonderful camping facilities are on site. A single hangar housed five or six full size aircraft privately owned by some of the volunteers at Joe Nall.

There are no wing accreditations in the US. Just join the AMA and you can fly a 20kg

plane at Joe Nall!! Only planes over 25kg needed a heavy model certificate. Theoretically I could learn to fly on an EasyStar or Bixler on Monday, join the AMA Tuesday and register & fly at Joe Nall on Wednesday!! However, the standard of flying was superb. We spent most of our time at the Classic Scale. Here there were six pilot stations. Each had two buttons. When one button was pressed, it would light up in the other stations. The pilot's observer held up a flag. Green for take-off and blue for landing. The other button was for emergencies such as dead sticks etc. by a claxon like alarm over the tannoy to warn other pilots (and spectators!!) of danger. The system worked well and there were no calamities except for a few deadsticks and a couple of frame failures which led to crashes.

Each day at noon there was a flying display. This included the world 3D champion, the world's best formation flyers, sheer acrobatics, a 6m B29 powered by 4 x 100cc DA engines (complete with X1 rocket) doing rolls, hammerheads and loops. There was even a formation fly with a turbine and a helicopter. Amazing stuff.



50% Fokker triplane

The largest aircraft we saw was a 50% Fokker DR1 tri-plane. In the Red Baron colours it also did loops and turns and sure had a presence in the sky.

Another thing that grabs you is the sheer size of the many hundred RV's parked on site. These huge machines, the size of a semi, not only house the occupants but many have a full workshop in the back including lathes, sanding machines, drill presses and welding bottles. Behind is towed the family car for getting around the site.



World champion German father & son team

Vendors Alley saw 100 exhibitors touting their wares. From propellers, retracts, pilots, clothing, multicopters, electronics, aircraft noises to kits, wood, models, engines, foams, cameras, sunglasses and vinyl lettering to name just but a few...there was something for everyone.

On the Thursday the rain came but Friday turned on an excellent day. Sunny, little wind and a temp around 29 degrees. That night the famous Joe Nall BBQ was staged where they feed 1000 people in less than 20 minutes in front of the hangar. Has to be seen to be believed. We dined on pulled pork, coleslaw, beans, chicken, shrimp (read prawns) roll and soft drinks. A small orchestra provided the background music.

The buzz of a fly-in, especially Joe Nall is tingling. Everyone was so nice and chatty and we asked a lot of questions. We did have the offer to fly but it was too awe-inspiring and overwhelming the first time. Maybe next time. However, my wife Clare did have a go at control line where, unbeknownst to me, she flew a dozen circuits on an electric model.

Joe Nall? As Arnie said "I'll be back!!"

Visit from Coffs Harbour Warbirds

Attached is a photo of some of the pilots and planes taken at our field last Sunday.

After 9 months of operation we felt our new field at Clarenza was ready for a visit from MAAA members from another club.

Although not perfect yet, the runway is smoothing out and grass is starting to cover the bare spots, although the lack of rain while it was still good grass growing weather has slowed its progress.

Thanks to the MAAA grant we received, we will be able to improve the surface by topdressing and rolling and by the end of next summer it will be near perfect. Thank you MAAA!

We asked the Coffs Harbour Warbirds guys if they would like to visit and about 10 of them turned up on Sunday 6th July. The weather gods smiled on us with a beautiful sunny day with little wind, a perfect day for model flying.

Our barbeque was fired up at lunchtime and all of us enjoyed sausage sandwiches and the tea and coffee we provided for the visitors.

The fearless leader of the group, Martin Cochrane brought some trophies along for a pilot's choice competition for the best foamie warbird, the best warbird and the best warbird flight as well as some books that were presented to non-warbird fliers.

Our club member Daryl Woolfe won the best foamie warbird with his Corsair and our Treasurer John Windred got the best flight prize with his SE-5. Martin Corcoran's Spitfire won the best warbird.

Flying continued till mid-afternoon and everyone said they had a great day.

Regards

Bob Tomlinson



Complacency

Col Buckley (WRCS)

When first learning to drive, with a tight grip on the wheel - we're 100% focused on what's happening. Unfortunately, as we progress in age, minor transgressions can cause major problems. Bad driving habits like chatting on mobiles, arm out the window, shaving, drinking coffee & applying make-up can creep in and affect driving safety and that's not good. This phenomenon is called complacency & it's an enemy that's always lurking. In flying remote controlled aircraft, because there's much discipline & routine, that ever loitering antagonist; complacency will bite at the first opportunity if we let it.

From the moment we set up our model to the final taxi in, we have to be aware of the 'enemy'. It's so easy to skip range tests, not tighten wing bolts or forgo a pre-flight inspection of control surfaces. After all...all we want to do is fly? I changed wing servos to digital a while back. Getting to the field I gave all control surfaces a waggle then proceeded to take off with reversed ailerons. Not good!!!

A small part of the blame is the reliability of the equipment we now use. We take for granted the fantastic trustworthiness of 2.4Meg. Servos last for more than one model and rarely fail. Battery

technology means we don't always have to charge up the night before. Manufacturers make kits & ARF's that fly right out of the box with little or no trim. All this leads to a relaxation to the duty of care we must exercise when flying. It can be a dangerous sport, that's why we have rules. In commercial aviation there are HUGE safety margins pre-set and very strictly adhered to. That's why flying is so safe. I'm sure any commercial pilot would love a dollar every time they went through a check list.

Most model tragedies are pilot related. Loss of orientation, structural failure, engine demise,

uneducated thumbs, flat batteries, lack of training, speed (either too much or not enough) and flamboyancy can all lead to the downfall of an aircraft.

Most of the above can be avoided if we step back – think - then go through pre-thought out checklists BEFORE, DURING and AFTER we fly. Yes - I know it's exciting to be at the airstrip on a sunny day with little wind. You're keen as a kid with a new bike to fly the plane you've spent weeks building.

Take a deep breath and ask a mate if they could stand by as you assemble the brand new model. Do a 'walk-round' and make sure bolts are tight, clevises are secured, control surfaces are firmly glued, batteries charged and screws to lock servo arms have not been forgotten. When engine running, be totally happy with output and transition. Don't give any room whatsoever for the "nemesis" to rear its ugly head.



At the end of a session, check servos, hinges, fuel pipes etc. This leads to another happy day when next at the field AND highlights weaknesses that need attention. As, down the track you become familiar with the aircraft, don't let standards slip. Constantly repeat the same thorough checks

you did when doing the maiden.

Complacency is like a cancer. It can strike at any given moment. Most times when we go about our sport - it's in remission. Then this horrible malignancy will manifest and things go horribly wrong; models get destroyed or we are continually repairing. Please, please let me know when you see this insidious disease creep into my repertoire. As I get older, laziness (and forgetfulness!) are lingering BIG TIME and fighting complacency is a battle that will never end.

Up for a Challenge - Who is the Oldest RC Club Member Still Flying?

Bruce Thrift (CVRCMAC)

We write this article in response to 90 year old Bill's question Published in Airborne 256 page 78.

One of the lifelong MAAA Club members will turn 91 years of age in November 2014. He served his country in the Second World War, survived along with many of his mates. Raised a family with his wife Betty and now have grandchildren and great grandchildren. Model building and motor bikes are his passion, riding up to his early eighties.

Bruce Townsend has been building and flying a wide range of models almost forever. Scale, sports planes and trainers; among his favourites the Hurricane, Spitfire, Kaos and Hustler. And what about the Storch, with its long landing gear a tricky model to perfect. He has produced large scale models of various types some are on display with private collectors. He even helped build RC planes for the Army which were used during target practice.



His first RC club in the early 60s was the Cumberland Club at Rooty Hill. They moved to Gregory Hills running for almost 50 years. He flew with many of the early pioneers like Lyle Winley and competed in various disciplines, often with young Tom Prosser.

Over almost 54 years he has introduced and taught people of all ages to fly. Now he's a member of the Camden Valley Flying Club where he often flies two days a week. He still drives himself out to the field and takes his wife about the town

Bruce loves flying in real aircraft to at any opportunity; his latest was a C130 Hercules. This flight was organised by his granddaughter's husband who is in the RAAF.

Bruce, great to see you still have the passion. Can anyone top this?

The Gunnedah Pilot's Choice Scale Rally

Pictures by Greg Dillon (RAAFMAC)



That was a Good Landing—all Ten of Them

In order for a taildragger to not tip over on its nose, its wheels must be ahead of the centre of gravity. The further forward, the rougher the ground that can be tolerated and the better the tailwheel will grip the ground, but the worse the tendency to bounce.

When a taildragger lands, the impact of the main wheels tends to push the nose up, increasing the angle of attack, lowering the tail, and increasing lift. And the plane is flying again. Eventually airspeed is reduced and it falls to the ground again, maybe harder. The nose is rotated again and the plane becomes airborne once again. This process continues until all flyable airspeed is exhausted. The plane may continue bouncing due to a phenomenon known as “loping.” Loping occurs in a taildragger when the bounce of the main wheels causes the tailwheel to slam into the ground while the main wheels are in the air. Then the tailwheel bounces, slamming the main wheels onto the ground. This argument between the front and rear continues until momentum is lost. But the severity of the loping can increase in the interim. Loping can occur in trike-gear aircraft too. If the nose wheel strikes the ground before the mains, the nose is pushed up severely, slamming the mains onto the runway. Being behind the CG, the rebound of the mains rotates the nose downward so that the nose wheel slams down again, maybe even harder than the first time. This process repeats. Loping in a trike airplane can start just by taxiing. If the mains hit a bump, weight is shifted forward onto the nose gear. It rebounds, returning weight backward. This ping ponging can grow, especially if the plane is accelerating. The only way to stop it is to stop the airplane. The longer the distance between the mains and the nose wheel, the greater the tendency to loping. The mains being too far aft of the CG will increase loping too. Stiff struts and bouncy wheels will aggravate matters.

Trike gear has less potential for bounce because the main wheels can be placed closer to the centre of gravity. Also, when the mains touch down, the impact tends to lower the nose and the angle of attack, reducing lift. Some trike gear designs actually have negative angle of attack when sitting on all wheels. This holds the plane on the runway much like a spoiler on a racing car. Trikes have more positive ground steering because the nose

wheel makes firmer contact with the runway than a tailwheel, especially at higher speeds.

Another little-known cause of bounce is main wheels being too far apart. You may be shocked to hear this, for wide apart is generally considered to be good for ground handling. It usually is because it improves directional stability when rolling along the ground. But what happens when the plane lands and one wheel hits the ground before the other? A lateral form of bounce occurs from one wing to the other. A common sight for P-47s. What to do? One might think that soft tires and springy struts would increase bounce. Generally not. More often, bounce is aggravated by the landing gear being too stiff. Rigidity does not absorb energy, it reflects it. The hardness of the runway contributes to bounce for the same reason. Some early racing planes, such as the Howard Ike, had landing gear so rigid they could not land on concrete runways because of the uncontrollable bouncing that happened. Moving the main gear close to the centre of gravity reduces bounce because impact does not rotate the airframe. The Spitfire, for example, is quite bounce resistant, but it tips over easily on rough ground. Moving nose and main gears closer together reduces bounce and loping but it degrades tracking and increases the tendency to tip over on rough ground and cross winds. A widely used compromise between noseover and bounce for taildraggers is to locate the main-gear axle directly below the leading edge of the wing.

Oleo struts help to absorb impacts. But the spring tension must be just right—stiff enough to not bottom out, but soft enough to absorb shock. The same may be said of tires—not too hard and not too soft. If your plane rebounds into the air as a result of a severe impact, head off further bounce by inching up the throttle slightly. Apply down elevator if necessary to bring the nose level. This will increase airspeed, prevent a stall and lower the rate of descent. If done correctly (these things are learned by experience), no further bouncing will occur.

Reprinted from
“At the Field - Offbeat Stories About R/C Model Airplanes and the People Who Fly Them”

by David P. Andersen

Upcoming Events

TARMAC SCALE RALLY

At our Somerton Flying Field



23rd & 24th 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

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



NSW PYLON RACING **CLUB inc**



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

RAAF Model Aircraft Club.

RICHMOND

Sunday 21 SEPTEMBER 2014

No practice day available

Location: Turn north from Windsor Richmond Road into Percival Street. Turn right 1.2km along Percival Street, just past the main entrance to the RAAF Base

PLEASE NOTE- ENTRIES CLOSE 9:00am SUNDAY

Must have proof of current MAAA membership

Entrants and callers must bring hard hats

FUEL SUPPLIED ON RACE DAY

Novices and New Racers Always Welcome

Contact: Peter Kerney **0407 013 230**

Or check out the Web site

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

Accommodation

www.windsormotorinn.com.au

www.windsorterracemotel.com.au

Glide-A-Fair 2014

*Lismore Model Flying Club
Saturday 27th and Sunday the 28th September, 2014*

741 Houghlahans Creek Rd,
Pearces Creek, NSW

- Events :
→ Open Thermal Glider Comp. 10 minutes Duration.
Entry Fee:
→ \$ 20.00



Briefing Saturday at 9.30am. Flying Starts at 10am

Open Thermal Glider

Any glider may enter and attempt a 10 minute thermal flight in 12 minutes working time. Group scoring will be used and the best flight each heat will be awarded 1,000 points. Other fliers in each heat will be graded against the best performer. Measured Spot Landings.

We will attempt to run as many rounds as possible. If 6 or more rounds are actually completed the worst round score for each competitor will be dropped.

150 Metre Winch Lines.

Bring your hat, block out cream, water, aero guard, beach umbrella or canopy (there is Some Limited tree shade), Stop Watch, and a friendly attitude.

Enquires: **Phil Crandon**
Ph 0412561015
e-mail phil_crandon@bigpond.com

ACCOMMODATION; Garden Inn Motel (beside Tavern) 02 66285666
Alstonville Settlers Motel 02 66285285
Arcadia Motel Goonellabah 02 66241999
Alstonville Leisure Village Caravan Park 02 66280146

**YOU WILL BE ASKED TO SHOW YOUR
CURRENT MAAA FAI CARD**

NO CARD.....NO FLY.... NO EXCEPTIONS
An event MAAA Members only.

Please email your intension to attend.

Gunnedah Grand Slam IMAC EVENT

27th 28th 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

3rd, 4th & 5th 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**



NSW PYLON RACING **CLUB inc**



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

“ARTHURSLEIGH”

MARULAN

Sunday 12 October 2014 – 9:00am Pilot Briefing

Practice and sports flying Saturday 11 October 2014

Location: Turn north from Windsor Richmond Road into Percival Street. Turn right 1.2km along Percival Street, just past the main entrance to the RAAF Base

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

Novices and New Racers Always Welcome

Shearer's huts accommodation and camping available at field along with showers, cooking and Bar-B-Q facilities

Or

Ali's Motel Tavern and Restaurant at Marulan Phone 4841 1330

<http://www.alismotel.com.au>

For more information and field directions, contact

Peter Kerney 0407013230

(This is a private field and is only available on the advertised dates which is why we cannot publish field directions)

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

FUEL SUPPLIED ON RACE DAY

Further 2014 dates
Marulan # 2, 22/23 November

Albury Model Aircraft



You are invited to the:

31st Annual SEAPLANE EVENT

OCTOBER 24th 25th and 26th 2014



**Location: Table Top Reserve, Lake Hume
Albury.**

- *Saturday Night Dinner**
- *Full catering at the lake**
- *Limited camping available**

Contact:

David Balfour
(02) 6043 3169
0407 953 903

djbalfour@bigpond.com

Enter on line at: www.tcmac.com.au

Or at the Lake.



35th Armidale Sailplane Expo



Hosted by New England Model Aircraft Club and Sailplane Expo Trust

Saturday 24th to Monday 26th January 2015

- **Australian Open Thermal**
- **F5J**
- **F3K**

Entry Form, Event details and Location :-

<http://www.lsfaustralia.org.au/>

http://www.fly-rc.com.au/?page_id=110

<http://www.flyelectric.com/Expo-main.html>

Contact Hutton Oddy on 0425285758 or email vhoddy@gmail.com

For Sale



Quadra Size 40 Aircraft engine for sale, suit large model
Gas (Petrol) made in USA, complete with electronic ignition
Fitted with Pitt's style muffler. Never used
Cost \$500, consider offers over \$250

Contact: Bruce (02) 9636 1008



Wanted



I am trying to locate a ¼ scale kit of the Boeing Stearman produced by Flair in the UK. This kit is currently out of production and has been for quite some time, and although the manufacturer says it will be available sometime in the future no timing has been given.

I know some Flair kits were sold in Australia, so I am hoping someone may have one tucked away that they may wish to sell.

Tony Martin 02-9913 2769
tonymart@hotmail.com



**Deadline for submissions to
Newsletter #369 (October 2014) is
Tuesday 16th September 2014.**

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