

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



Mike Hage's scratch built 1/4 scale Airco DH.2 – weighs in at 8.6kg, power is a 53cc twin, has authentic control cables and apparently “flies just like the real thing”.

*Photo: Greg Dillon, RAAFMAC via Mike Hage.*

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## Diary Notes

### Next MASNSW Meeting

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

### Following MASNSW Meeting

Friday 14<sup>th</sup> November 2014, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.**

Newsletter #370 (November 2014) deadline for submissions  
Tuesday 14<sup>th</sup> October 2014.

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# Miniature Aero Sports NSW Inc

## MINUTES

### Business Meeting

Board Room, DOOLEYS Waterview Club,  
Cnr Clyde St & Silverwater Rd, Silverwater  
Friday 12 September 2014

**Meeting Opened:** 8.00pm

Chairman for the meeting is the Vice President as the President is away conducting a flight-training course in Grafton over the weekend.

**Attendance:** T Nolan ROW, D Lewis CootaMAS, R Masters WPMAC, B Thrift CVRCMAC, J Deece HMAS, J Randle CKSMAC, J Kastelan BAC, A Nolan ROW

**Visitors:** J Borg CMAC, B Barden BAC

**Apologies:** R Carpenter President, G Atkinson WRCS, S Norrie NSW SAS, D Costelloe QFS, E Ashley CVRCMAC, S Hassett CKSMAC, M Stone HSL

**Minutes:** Motion that the acceptance of the minutes of the meetings held on the 11th July 2014 and 8 August 2014 at Silverwater as published in newsletter 368 be accepted as true and correct records of those meetings. The financial records from these meetings are also accepted as circulated to clubs in MAS NSW bulletin number 5/2014 2105.

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

**Business Arising:** The meeting was advised of the recent passing of John Burden from the Feral Flyers Club (Aus 69385). The executive was asked to pass on condolences to his wife Gloria and his family on behalf of the membership

**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, amendments to MOP 027
- \* M 1.2 Secretary, applications for submissions on CASA part 101 (due 15-16 Oct meeting)
- \* M 1.3 Secretary, amendments to MOP 015 (Heavy Model Aircraft 50-150kg)
- \* M 1.4 Secretary, recent changes in Executives of state associations
- \* M 1.6 Secretary, incident report CCMAC model into glass house
- M 1.7 Secretary, second edition of the MAAA magazine, Wingspan
- M 1.8 Secretary, Executive minutes August
- M 1.9 Secretary, out of office 22nd Sept reopen 1 October

**From other than MAAA:**

- C 2.1 H McLennan, BRCF, nominations for flight training course (forwarded to CFI)
- C 2.2 J Rolfe, NSW SAS, FW25 application (forwarded to MAAA)
- C 2.3 M Beverly/ J Starky JFA, display application for Temora Jets
- C 2.4 J Spencer, LMFC, height clearance application
- C 2.5 J Hodgson, Rebels, RW25 application.
- C 2.6 M Cochrane, BRCF Deputy CFI North participants list (15) for Flight Training Course
- C 2.7 L Reilly, Warialda MAC, enquiry re Warialda Area Approval.
- C 2.8 T Nolan, HMAS, Area Approval application
- C 2.9 A Ogle, RAAFMAC, FW25 enquiry
- C 2.10 M Chapman, UMAC, FW25 enquiry
- C 2.11 M Chapman, UMAC Helicopter State Championship enquiry (forwarded to Treasurer)
- C 2.12 R Woodcock. EHM MAC, omission on his membership card (corrected and card reissued)
- C 2.13 G James, Cootamundra, change in office bearers
- C 2.14 P Bennett, COMSOA, Public Display Application
- \* C 2.15 H McLennan, BRCF, visitor insurance enquiry (visitor in the flight box)
- \* C 2.16 J Kastelan, BAC, update on new Blacktown Aeromodellers Club flying field
- C 2.17 G Morgan, FFMAC, FW25 application

C 2.30 Received completed Large Model Permits to fly forms from the following:  
C Pellatt SRCS, D Radford WRCS, P Goff WaggaMAC (x2), S Fraser COMSOA,  
R Masters WPMAC, M Wright Musswelbrook, A Goulding Lithgow, R Caddy FFMAC,  
R Butler BRCF, B Baldwin CMAC, A Draper CKSMAC, J Price RAAFMAC

**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:**

**To other than MAAA:**

- M 1.1 Circulated to all clubs via Electronic Bulletin 2
- C 2.3 Forwarded to CASA
- M 1.3 Circulated to clubs via Electronic Bulletin
- C 2.8 Forwarded to CASA
- C 2.14 Forwarded to CASA

**Business Arising from Correspondence:**

- M 1.6 The meeting was advised of another incident involving a fly away model causing some damage to a glass house. The matter has been referred to MAAA and they are investigating and we will be advised in due course.

C 2.15 H McLennan, enquiry re visitors in the pilot box. Once a visitor signs the visitor book they are effectively a full MAAA member and accordingly are covered by ALL of the MAAA insurance policies. It is also timely to remind all clubs of section 4.3 of the Visitor Policy,

***“The Visitor Policy, other than for Honorary Membership, only applies to persons who were not Affiliate Members of the MAAA in the previous membership year. Former Affiliate Members cannot be signed in as a visitor covered by the MAAA Insurance Policy in the membership year immediately after their last year of membership.”***

***There are also other provisions within the visitor policy that all clubs should make themselves familiar with.***

C 2.16 moved to general business by consent.

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

**Moved:** CKSMAC **Seconded:** HMAS **Carried**

## **Reports**

**Treasurer Bob Bishop**

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

The financial records will be circulated separately to all Clubs in a separate MAS NSW Bulletin.

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

**Moved:** CKSMAC **Seconded:** HMAS **Carried**

## **President**

**Bob Carpenter**

Planning for the name change is continuing and this month our Public Relations Officer will be advising you of more of the plans and requests for assistance. We need all our member clubs and individual members to work together on this major change to our association. I would also like to request that you provide feedback either to your club or direct on your thoughts of areas that you would like to see included and also what you think we are not providing. This is your association - your executive is here to provide day to day management and guidance but it is still your association.

The executive has been advised by MAAA of the Mid-year President's conference to be held in Melbourne on the 1st November. This Conference is an initiative that was started last year. We have found that this meeting allows all the State Presidents to get together and discuss National challenges. This is also another venue for us to provide feedback to the MAAA executive on their day to day management. We have not received an Agenda at this time but we will provide information to our clubs as soon as we are able. This meeting is being funded at MAAA and it is a Fly-In Fly-Out 1 day event to minimize expenses. We have found that the use of technology for meetings is an asset but you cannot measure the advantages of the face to face contact in these key meetings. This time it is more so as two of the states have new Presidents.

On the Safety front I need to emphasise the article which is being presented tonight about carrying batteries in commercial aircraft and the dangers they present. Safety in all areas must be addressed without short cuts. Please take this article on board.

**Secretary**

**Tim Nolan**

Another steady month with heavy model inspectors and permits to fly. I would like to remind all members that you can submit any of your forms by email, and save the postage, this also makes it a little easier to manage the volume of paper on my end.

Please send **ALL** bronze and gold wings, heavy model permits to the Secretary as with all other correspondence so that it can be recorded.

**Registrar**

**Dave Lewis**

Currently we have 2020 members registered and 80 clubs.

**Chief Flying Instructor**

**Bob Carpenter**

By the time you read this report in the Newsletter we will have conducted the Instructors Course and Workshop in Grafton. Of special note is that due to its location at Grafton we have 3 members from the MAAQ attending to not only be part of the course but also to see how we run it before they start their version in Queensland. I know that this is a positive move in both training and also communication between the state organisations.

As this current course is being held in Grafton and we have been asked when the next course is to be held in Sydney I am using this opportunity to advise that the next Instructors Course and Workshop will be conducted in the Sydney area on the 29/30th November. We are planning at this stage for it to be conducted at Vineyard. Please ensure that you have your nominations through your club if you wish to be involved. Current Instructors or observers please nominate direct through the Secretary.

**CASA Liaison Officer**

**Tim Nolan**

CASA have now started issuing the 5 year area approvals and clubs will see the estimates for these in the coming weeks, these will enable many clubs to have displays without having to make costly applications to CASA.

In Discussion with CASA they have raised a number of concerns over the quality and content of the Risk Assessments being submitted and what risk mitigation involves and how it should be documented. To this end the Executive are making arrangements to have a Representative from CASA attend the December meeting to talk to us about Risk Management and what we need to consider and include in our Risk Assessment documentation.

**State Flying Field Secretary**

**Steve Norrie**

After some rather negative comments (train wreck) made by an un-named attendee at the last meeting, I made an unannounced visit to Cootamundra on Friday 16th August 2014.

I arrived at the field at about 12:30 and as expected there was nobody there so I had the time to go around the place without any interruptions and check any issues for myself.

What I found was a field looking pretty good for the time of year. Yes the grass was a little longer than normal. Another part of the "train wreck" was the hot water system - this was an absolute mess apparently. What I found was a ½" split in a water pipe, caused by the freezing temperatures being experienced and a leaking gasket as well as the cover not put on correctly. All of these issues will be fixed by the time this report is read.

After about an hour I spoke with the local club President, he was shocked when advised as to the reason for my surprise visit. Since my visit the strips have been cut several times and look good, the mowing

will continue and I am confident that the surface will continue to improve. That's enough words check out the pictures.



*From the Mezzanine*

As a foot note, there are currently 20 entrants flying Electric Old Timer camped at the field and all have complimented the Field Secretary on the quality and presentation of the field and facilities.

**Public Relations Officer Aranka Nolan**

As you can imagine building a website is like building a house. How many rooms, how many cars in the garage, how many people, kitchen, bathrooms etc etc. Ideally it is also about thinking what you want to add over time. For our website we must also think about how it should work with additional menus and different types of content.

A lot of thought is going into the detail of the new site. We have been thinking about who we want it to speak to, what we want it to be able to do, what should it say, how should it look and what do we want people to find once they are there? There are many things to consider before the first 'brick', code or file is laid down and the construction commenced. The research phase has started. We have a requirement to speak to current members as well as people who would like to start flying models. We must also consider the communities where our fields are and the people who live there. We have identified a number of categories of information that is starting to shape our next stages of identifying content. If you would like to share your thoughts on what you would like on the site



please get in touch with me through email or call me (contact details under Diary Notes in the newsletter).

One thing that I think is really important for the site is capturing our history. Aeromodelling in Australia started with a strong sense of innovation, pioneering and engineering. Groups and individuals made great advancements in miniaturising our favourite full size aircraft and the genius that went into getting these birds into the sky was nothing short of remarkable. Without the internet, mass production out of China and other freely available resources, these aeromodellers worked tirelessly and studiously attending to the problems at hand. Just as we celebrate innovation in other fields, we need to have part of the site that shares our history and the brilliance of these people, their achievements and stories. I urge those who know or can reach people who are part of our history to tell me about it. I am happy to interview people over the phone/skype/viber or if they are in Sydney to visit. Photos, video and samples are all welcome.

I know that within our clubs there exists a wealth of history and I really want to capture it before it is forgotten. I would greatly appreciate anyone who has a piece of our history that they would like to share to get in touch with me so we ensure that the innovation and spirit that started this sport is preserved.

Finally, thank you to the people who have put their hand up to be involved in the development of the site. I appreciate it very much.

In General Business Aranka conducted a braining storming session as to validate the categories of information that should be included in the website. The meeting also sought to validate the various target audiences of Aeromodellers NSW from existing to those into the future and what their expectations would be from the site.

#### **Other reports:**

##### **MAS NSW FLY IN and OPEN DAY**

Once again this year we are holding our Fly In and Open Day. This will be held on the 4/5th October at the HMAS Field at Vineyard.

4th Is the Fly In day for all categories of aircraft and we welcome all our members to come and fly. We will have inspectors to assist with any certifications required. This may also be an appropriate time to do those Gold Wing Tests. We will have instructors from all areas for your assessment.

5th Is the Open day and we will be choreographing the days flying with special emphasis on entertaining the public. We will be working together with all clubs and individuals who wish to be involved.

We have invited the trade to display their goods and we will have Full Size Cars and Boats on display with a Jumping Castle for the kids. Planning is underway for the local radio station to broadcast from the venue and the Hawkesbury newspapers will be featuring us the week before the event.

This weekend is not provided as a money making event for us and all proceeds will go to the Rural Fire Service as they did last year. We believe that this is our primary event during the year to work with the community and is the best opportunity to work with the public on our image. There will be food and drink available from the RFS with a Specialist Coffee provider and Ice Cream suppliers on the day.

Please bring your club along and be part of the weekend. There is provision for camping overnight if required. No Showers on the field.

Contact me (Bob Carpenter 0438-171070) if you need more information.

The Chairman presented a draft budget for the event to the meeting seeking approval to have \$3,500 allocated for the event.

Motion: "Approved expenditure of \$3,500.00 for the MAS NSW open day on the 4/5 October 2014 at Vineyard".

**Moved:** CMAC    **Seconded:** WPMAC    **Carried**

Motion: that the reports be accepted.

**Moved:** CMAC    **Seconded:** BAC    **Carried**

**Awards:**

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

Gregory Dillon	76706	RAAFMAC
Russell Harvey	76701	PRCAC
Yoon Chong	76351	SSC
Ron Edwards	76711	SSC
Larry Maddick	76640	CMAC
Lee Wood	71321	PMMAC
Yudish Chetty	76454	CKSMAC

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

Collin Rook	67017	BAC
Chris Rutter	76596	Gunnedah
John Smith	24341	Grafton
Glen Williams	73938	Grafton
Mark Willard	43824	SHMAC
Yudish Chetty	76454	CKSMAC
Leiland Friend	71422	SMFC
Phillip Chad	25176	HMAS

**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:**

Peter Hagley	54551	SHMAC
Shane McMillian	33287	SHMAC

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

Shane McMillian	33287	SHMAC
Bernard Urban	42116	SHMAC

**Applications received and approved for MAAA Glider Instructors:**

No applications received

**Applications received and approved for MAAA Multirotor – Bronze Wings**

Jim Craven	64262	CCMAC
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**Applications received and approved for MAAA Multirotor – Gold Wings**

George Atkinson	52792	WRCS
Seven Keep	31194	PMMAC
Michael Reynell	32667	ROW

**Moved:** HMAS    **Seconded:** CVRCMAC    **Carried**

**MAAA Inspector Approvals:**

**Heavy Model FW 25 Inspector Approvals:**

Nil received

**Heavy Model RW 25 Inspector Approvals:**

Nil received

**Giant Model FW 50 Inspector Approvals:**

Nil received

**Giant Model RW 50 Inspector Approvals:**

No applications received

**Gas Turbine Inspector Approvals:**

Nil received

**Commercial Instructor Approvals**

Darren Wilson	62114	HMAS
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**MASNSW POINT SCORE COMPETITION AWARDS 2014:**

Scale Aircraft Society NSW	Scale Contest	August 2014
NSW Pylon	Sportsman Pylon	August 2014
Manning Model Aero Club	Pattern Flying	July 2014
SAM 1788	Old Timers	June 2014

**General Business:**

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

**The next Business Meeting of MASNSW will be held on Friday 8 October 2014 at DOOLEY'S Waterview Club starting at 8.00pm all members and visitors are welcome.**

For the information of all members it is planned that we will have a representative from CASA speaking at the December meeting. To accommodate this the meeting will be moved forward one week to the 5 December. This meeting will start early at 7.30pm to ensure that we have plenty of time for the presentation and questions. The Presentation will cover what is a risk assessment and how to mitigate risk, also what is CASA looking for in these documents and why. This is very relevant because nearly all interaction with CASA will require a completed risk assessment, and MAS NSW has one of the highest application rates for models displays and area approvals. Also being covered is CASA Part 101 and the pending changes to the way we do business. This is something that any person or club who is thinking of displays and large competitions should attend. With the increased focus on risk management your ability to complete these will become pivotal in obtaining display and area approvals. There will also be an opportunity to ask questions of the Regulator so that you can hear exactly what it (CASA) expect of us.

John Kastelan updated the meeting, advising that BAC have commenced work on their new field at Cecil Park and will provide some photos and more details as it develops (see Club News in the newsletter), he also gave the meeting an overview of the risk management process they have completed in conjunction with their landlord.

Aranka Nolan, the Public Relations Officer then facilitated a session on contents/categories for the new website and facilitated the identification and clarification of the target audiences for the new site (see the PRO report).

There was also discussion on the transporting of batteries on aircraft in light of the incident that is published in the newsletter. The message here is simple. If you are taking batteries then you must advise the carrier and they must be carried correctly. As can be seen from this incident it was very lucky that a major life threatening incident didn't occur.

**There being no further business before the meeting, the meeting was declared closed at: 10.15pm**



Another shot of Mike Hage's  
Aircro DH.2

# MASNSW 2014 Events Calendar

(Compiled 20/9/2014)

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

## Sep 2014

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	MASNSW Open Day/Fly-In	Vineyard	Bob Carpenter	02 4577 6612
4-5	Eastern States Gas Champs – Old Timers	Wangaratta	Grant Manwaring	02 6241 1320
10	<b>MASNSW General Meeting – Waterview-Dooleys</b>	<b>Silverwater</b>	<b>Bob Carpenter</b>	<b>02 4577 6612</b>
12	Sportsman Pylon (Q500)	Marulan	Peter Kerney	0407 013 230
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
24-26	Large Scale Racing	Cootamundra	Steve Norrie	0418 874 740
24-26	31 Annual Seaplane Event	Albury	David Balfour	0407 953 903
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	<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
15-16	World 3DX - 3D Helicopter Event	Hawkesbury	Bob Carpenter	0438 171 070
22-23	NSWSAS (Scale) Round 4	Richmond	John Rolfe	02 9734 6288
29-30	Lithgow Seaplanes	Lake Wallace	Dave Brown	0402 868 568

## Dec 2014

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

## Jan 2015

10-11	Lithgow Seaplanes	Lake Wallace	Dave Brown	0402 868 568
24-26	35th Armidale Sailplane Expo	Armidale	Hutton Oddy	0425 285 758
31/1-1/2	Alan Brown Memorial Old Timer Event	Orange	Peter Johnsen	0412 641 088

## Feb 2015

14-15	23rd Annual Banjo Paterson Scale Rally	Orange	Peter Johnsen	0412 641 088
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## Feb 2015

16-17	COMSA Scale Fun Fly	Metford	Paul Robertson	02 4946 8334
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# Cargo Hold Smoke Event Involving Boeing 737 - DQ-FJH



Australian Government  
Australian Transport Safety Bureau

## Cargo hold smoke event involving a Boeing 737, DQ-FJH

Melbourne Airport, Victoria, 26 April 2014

**ATSB Transport Safety Report**  
Aviation Occurrence Investigation  
AO-2014-082  
Final - 3 September 2014

Released in accordance with section 25 of the *Transport Safety Investigation Act 2003*

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**Addendum**

Page	Change	Date

ATSB – AO-2014-082

## Cargo hold smoke event involving a Boeing 737, DQ-FJH

### What happened

On 26 April 2014, a passenger checked in four bags for a Fiji Airways flight from Melbourne, Victoria, to Nadi, Fiji, on a Boeing 737 aircraft, registered DQ-FJH. The passenger was a certified remotely piloted aircraft (RPA) operator in Australia. The passenger stated during check-in that there were no batteries in the checked bags, but declared 8 lithium batteries being carried as hand luggage. The bags were screened in accordance with the Aviation Transport Security Regulations.

At about 2230 Eastern Standard Time (EST), the aircraft was at Gate D6 at Melbourne Airport and the passengers' bags were being loaded. The cabin crew members were on board preparing the aircraft prior to boarding of passengers, and the first officer was in the cockpit conducting pre-flight checks. The captain was on the tarmac, conducting an external inspection of the aircraft. A ground engineer observed smoke emanating from the aft cargo hold, alerted the captain and notified the aerodrome rescue and firefighting (ARFF) service. The captain saw white heavy smoke billowing from the hold and immediately called the first officer to advise him. The first officer observed that the aft cargo fire warning light was illuminated. The captain directed the first officer to activate the aft cargo hold fire suppression system, shut down the auxiliary power unit and order an evacuation of the aircraft. The first officer advised air traffic control and declared 'Mayday'.<sup>1</sup>

The ARFF arrived and a smouldering hard-plastic case was removed to a safe location and cooled with a fine water spray. The passenger who had checked in the case was located and was asked whether any batteries were in it, to which the passenger responded there were none. The ARFF and Australian Federal Police inspected all four of the bags checked in by the passenger and found 19 batteries intact and additional 6-8 batteries that had been destroyed by fire.

An initial investigation revealed that several lithium-ion polymer batteries and an RPA controller were contained in the case. An electrical short circuit involving the batteries resulted in the initiation of a fire, destroying the contents and damaging the case (Figures 1, 2 and 3). An RPA controller containing other, similar, lithium-ion polymer batteries was found in one of the passenger's other checked-in bags. The fire-damaged case had been screened through the oversized luggage point at Melbourne Airport.

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<sup>1</sup> Mayday is an internationally recognised radio call for urgent assistance.



ATSB – AO-2014-082

**Figure 1: Fire-damaged bag and contents**



Source: CASA

**Figure 2: Batteries found in the case**



Source: CASA

**Figure 3: Battery balancers**



Source: CASA

### ***Fiji Airways investigation***

An analysis conducted by Fiji Airways found that the post-incident images indicated a Lithium-ion Polymer battery fire involving high capacity – high discharge batteries. The battery balancers (shown in Figure 3), are used for charging heavy duty batteries.

### **Safety Action**

As a result of this occurrence, Fiji Airways has issued an Airport Operations Standing Order: *Lithium Metal & Lithium Ion Cells Batteries* advising check-in staff to ask every passenger whether their baggage contains lithium batteries and to check batteries are carried in accordance with regulations. Any passenger carrying undeclared lithium batteries that are discovered prior to departure will be offloaded and refused carriage.

ATSB – AO-2014-082

## Safety message

This incident highlights the hazards associated with transporting lithium-ion batteries. Batteries operate via a controlled chemical reaction that generates current and transmits power through the battery terminals. This process generates heat. Rapid increase in temperature and pressure in the battery cells may result in fire. Information regarding carriage of batteries and battery-powered equipment is provided by the *International Civil Aviation Organization (ICAO) Technical Instructions for the Safe Transport of Dangerous Goods by Air, Part 8*, [www.icao.int/safety/DangerousGoods/Pages/technical-instructions.aspx](http://www.icao.int/safety/DangerousGoods/Pages/technical-instructions.aspx).

It is important for safety that all batteries be individually protected so as to prevent short circuits. This can be achieved by placement of the batteries in the original retail packaging or by otherwise insulating the terminals, wires or fittings, e.g. by taping over exposed terminals with an electrical insulating tape or placing each battery in a separate plastic bag or protective pouch. When batteries are contained in personal electronic devices, measures must be taken to prevent unintentional activation.

Information regarding carriage of batteries and battery-powered equipment may be requested from CASA by e-mail to: [DG@casa.gov.au](mailto:DG@casa.gov.au) or from the CASA website:

[www.casa.gov.au/SCRIPTS/NC\\_DLL?WCMS.STANDARD\\_pp=PC\\_100484](http://www.casa.gov.au/SCRIPTS/NC_DLL?WCMS.STANDARD_pp=PC_100484)

[www.casa.gov.au/dg](http://www.casa.gov.au/dg)

## General details

### Occurrence details

Date and time:	26 April 2014 – 2220 EST	
Occurrence category:	Serious incident	
Primary occurrence type:	Fumes, Smoke, Fire - Smoke	
Location:	Melbourne Airport, Victoria	
	Latitude: 37° 40.40' S	Longitude: 144° 50 60' E

### Aircraft details

Manufacturer and model:	The Boeing Company 737-8X2	
Registration:	DO-FJH	
Operator:	Fiji Airways	
Serial number:	29669	
Type of operation:	Air transport high capacity – passenger	
Persons on board:	Crew – 5	Passengers – Nil
Injuries:	Crew – Nil	Passengers – Nil
Damage:	Nil	

## About the ATSB

The Australian Transport Safety Bureau (ATSB) is an independent Commonwealth Government statutory agency. The ATSB is governed by a Commission and is entirely separate from transport regulators, policy makers and service providers. The ATSB's function is to improve safety and public confidence in the aviation, marine and rail modes of transport through excellence in: independent investigation of transport accidents and other safety occurrences; safety data recording, analysis and research; and fostering safety awareness, knowledge and action.

The ATSB is responsible for investigating accidents and other transport safety matters involving civil aviation, marine and rail operations in Australia that fall within Commonwealth jurisdiction, as

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ATSB – AO-2014-082

well as participating in overseas investigations involving Australian registered aircraft and ships. A primary concern is the safety of commercial transport, with particular regard to fare-paying passenger operations.

The ATSB performs its functions in accordance with the provisions of the *Transport Safety Investigation Act 2003* and Regulations and, where applicable, relevant international agreements.

The object of a safety investigation is to identify and reduce safety-related risk. ATSB investigations determine and communicate the safety factors related to the transport safety matter being investigated.

It is not a function of the ATSB to apportion blame or determine liability. At the same time, an investigation report must include factual material of sufficient weight to support the analysis and findings. At all times the ATSB endeavours to balance the use of material that could imply adverse comment with the need to properly explain what happened, and why, in a fair and unbiased manner.

### About this report

Decisions regarding whether to conduct an investigation, and the scope of an investigation, are based on many factors, including the level of safety benefit likely to be obtained from an investigation. For this occurrence, a limited-scope, fact-gathering investigation was conducted in order to produce a short summary report, and allow for greater industry awareness of potential safety issues and possible safety actions.

## Club News

John Kastellan (BAC)

# Blacktown Aeromodellers Club Inc Secures a New Field

The Blacktown Club has for over 25 years flown at the former OTC site in Doonside, Western Sydney. Besides its normal social flying to its members and their guests the club has hosted many events including one of the very first electric fun fly's back in the mid-nineties when little was known about electric model aircraft as we accept today. It has also hosted State scale champs, scale flying events and National events both in electric and scale for many years. It has also nurtured some of the states better competition flyers.

The club was always aware that one day it would need to vacate Doonside and that time came end of March 2014 but not before a meeting with Western Sydney Parklands Trust. WSPT are the portfolio holders of a large recreational hub stretching as far south as West Hoxton right through to the north in Quakers Hill.

For many years persistence by the club committees and members through its liaison officer, Fran Kastelan (a woman's patience and touch needed here) to secure something somewhere more permanent. Finally this opportunity came in August 2013 where Fran with the clubs committee met in the Planning NSW office complex in Parramatta with WSPT. A power point presentation waited which showed

what long term Government land could be available for r/c model aircraft flying in the Sydney region; this stretching from North Western to South Western Growth Regions. There was very little other than some vacant utility land that had main underground junction gas lines running from South Australia and a Sydney Water canal that runs nearby. This land is right beside the Sydney International Shooting Centre (SISC) in Cecil Park, this venue was a part of Sydney 2000 Olympics.

The clubs new agreement is with SISC that is controlled by NSW Office of Sport but the land is still owned by WSPT. The new flying area club members and their guests have the full use of the SISC facilities which include meeting rooms, BBQ areas, canteen and all the amenities that are required. Hopefully this time round BAC has an area that can be permanent for many years.

The new site is easily accessible with M2, M7, M4 and M5 all close by. Many thanks to many individuals, too many to list starting with senior executives and their teams from various Government bodies through to MAS executive and many club members past and present. These are early days yet in establishing a potentially excellent flying site, visit clubs website for the latest news. [www.bacinc.org](http://www.bacinc.org)



## MAAA Grant Mower Arrives at GMAC

Our Club (Grafton Model Aircraft Club) put in for an MAAA grant earlier this year and received \$5000. Although it was not as much as we would have liked (we always can do with more) it will make an enormous difference to our new field.

The \$5000 has given us enough for a new mower that Maclean Motors discounted heavily for us, some ground works at our entry and some topdressing for the runway.

We have only been flying on our new permanent field since last November, following many years of flying with very restricted hours (Wednesdays 9am -12am) at the local glider club field.

The alteration of a paddock from a “parramatta grass” covered, pitted bit of ground to a fairly smooth strip (some question the smoothness) has taken its toll on our 30 year old mower.

We had an Instructors course at our field last weekend and our old mower died as the field was

being prepared. Some say that it heard it was being replaced and died out of spite.

Luckily the club had decided on how to spend the grant the previous Thursday and I got the Invoices emailed to me over the weekend.

I emailed scans of them to Kevin Dodd (MAAA Sec) on Monday morning, got a reply that evening that the money had been deposited, and confirmation received from Maclean Motors on Tuesday that they had received payment.

The mower was delivered today (Wednesday). What a fantastic service from all concerned. Who says volunteer organisations can't be efficient?

The mower could not have come at a better time. Thank you MAAA, you have demonstrated to our members why we are part of this great organisation and will remain so. It's not just about insurance is it?



*A few of the GMAC members with Peter Brossman (Maclean Motors) centre left and Bryan Felton (GMAC Pres) on the right*



## Oily Hand Diesel Day

Andy Lockett (Cowra MAC)

OHDD, Oily Hand Diesel Day, is three days of aeromodelling fun and games run by Cowra MAC on the last Friday, Saturday and Sunday of August each year

The idea is that only diesel engines are used. In actual fact those little Cox engines and some unmuffled glow engines are also encouraged. Uniquely, control line, free flight and radio control are all flown at OHDD. This means that members of the three state bodies – MAS, NSW F/F Society and CLAS – all get together at the event and have a great old time, along with some of their compatriots from Victoria.

This year, fifty aeromodellers made the trek. The weather was perfect and everyone went away with a smile on their dials.

The model of the meet was the Hearnese Hobbies Sportster from 1960. A high wing cabin model for single channel R/C. Fourteen beautifully built models and their owners turned up. There was a Concours de Elegance judging for the models, and also a single channel flying challenge.



*Ronin Ellinson with his Sportster – third in C de E*

The usual suspects took part in the control line Plank Race, much to the entertainment of the crowd. The super glue made its appearance so some of the planks could make it to the second round.

Free flight power scramble was hotly contested in the dew of Sunday morning. Wellies were mandatory.



Eddie Holly was a popular man, running his collection of handmade diesels over the weekend.

That was the seventh Oily Hand Diesel Day. What a blast! For a full report go to the Cowra MAC website at <http://www.cowramac.asn.au> To watch some OHDD action find the Cowra MAC youtube site at <https://www.youtube.com/user/CowraMAC>

*Eddie Holly running up his v-twin diesel*

# Model Engine Lubrication & Other Oily Stories

Brian Winch

## PART 1

### BACKSLIDING.

In 1965 I left my tradesman metal engineering career and joined the NSW Police force - intending to pursue scientific work. My first training year was at Number 2 Division - Regents Street Police station in the city. In my sixth month of service I was 'privileged' to be allowed as an observer in a Police vehicle. I say 'privileged' as the usual form of duty was foot patrol - many miles (kilometres) per day in a thick, black suit, necktie and hat - never to be removed whilst on duty. The vehicle was the great Ford F100, loads of grunt, room for quite a few (rear) 'passengers' and very reliable. The reason I drew that duty was that it was recorded on my personal service register that I had good communication skills and was not frivolous in my duty (whatever that meant). The duty sergeant explained to me that I was to operate the Police communication device just fitted to the vehicle. The communication was from the Police Radio Branch to Police vehicles within the metropolitan area - what we would now call 'The Police Radio'. Very strict protocol was to be observed and notes taken at the time of all messages received - a very important task.

The 'radio' in the F100 was a large black telephone of the type used in offices and homes - a large item with a rotary dial and a cradle for the handset. It was securely bolted to the top of the passenger side dashboard panel and had a switch marked 'REC' one side and 'TRAN' the other side. It was to be left always on the 'REC' setting so the messages transmitted by the radio base would be heard. When your car number was transmitted - 4/2 (vehicle number 4 of 2 Division) you flicked the switch to TRAN and acknowledged - "11 - 2 receiving" then you flicked the switch back to TRAN and your message would come through. When the operator signed off with "message end" you flicked to TRAN and said (nothing more) "11-2 copy".

A note was made in your Official Notebook (in which - virtually - every minute of your day was recorded...and checked by a station officer). Exciting times with all this new technology streaming upon us. Obviously the phone went and reasonably better radios were used but...not without problems as they drained car batteries rather rapidly and were prone to 'blind spots' - an area where you could not transmit or receive - which was always a bit shaky if you in an awkward situation with nothing more than a well-worn, old Webley Scott .25 pistol (that came - used - from the Navy after WW 11) as your backup.

Not long after the first portable telephones were introduced, and these were eagerly accepted by, not only Police detectives, but civilians in business. Suddenly you had communication to and from within a reasonable distance from your base station. These radios were not much smaller than a house brick and about as heavy. If you clipped it on your belt your trousers soon became 'half-mast' if you didn't keep tugging them up. Oh those good old days...as is often quoted.

I was quite involved in model aircraft in those days in a moderate way as the hobby was expensive, Copper's wages weren't brilliant and we (my dear wife and I) were setting up our home and providing for our young son. I started modelling about 1948 so I had a good background in the 60's and a few good engines. Fuel was diesel brew - castor oil/kerosene/ether and glow fuel was castor oil and methanol with rarely a drop of nitro methane as most engines ran quite well without it.

### RING IN THE CHANGES.

Well, Police vehicles now have all manner of electronic trickery in them - multiple means of communication, computer, high speed camera, automatic number plate and driver recognition and the officers themselves have small and powerful radios. (Police had a call box key as

means of communication in my early days - the key opened Police Call Boxes placed several miles apart in the district and the phone inside was linked only to your base station) All police have, now, at least, one mobile phone. Consider now the mobile phone - such a far cry from the first portable telephone 'bricks'. Even the simple portable is now looked upon as a dinosaur when you considered the 'tablets' that will do everything other than stir your coffee (they don't do that yet, do they?). Who in their right mind would want to regress to those so called 'good old days'?

Well, strangely, some cannot let go and move into the 21st century in the model aircraft engine technology. For some, those old engines laying around (or in models) are great to have, run and use. I have several that go way back in the first petrol engine days in the 40's, several old diesels and even a few old glow engines but I certainly don't spurn the beautiful engines of current times. In those dear dead days the lubrication was a problem. Metal alloys were still being developed, machining was generally by the machinist's reference (how far the wheel on the machine was turned) and fits of parts were a bit haphazard. There were many 'clunker' engines - engines so poorly manufactured or with such really inferior metals in them that they would not run or, if they did, it would be a one off affair. Lubrication for petrol and model diesel engines was not much of a problem as any motor/gearbox/differential oil would mix with petrol. How well the engine ran was another story but the one factor that was common was carbon - thick, hard, black carbon that fouled the spark plugs and the engines. There were a few propriety fuels for model diesel engines that were really good which, in my opinion, used all or a high percentage of upper cylinder lubricant (Redex for example) as the oil content. These fuels were expensive and not freely available in many areas so the old standby was very common. This was called 'jungle juice' and was a mixture of equal parts castor oil, kerosene and ether. The downside of this fuel was that the engines gummed up if left for a few weeks and, left for a year or so, quite often were not recoverable due to the frailty of the smaller engines not being able to take any mechanical strain to free them up.

When the glow plug engines were introduced, the only oil you could use was castor as it was the only oil that would mix with methanol, both being of a vegetable base. Now we saw some real gumming as there were many more larger engines that used a good amount of fuel and...after run was not even mentioned in polite circles. My first glow engine in the early 50's was a Frog 500 - a very popular and powerful engine made in England. This one had been run by the owner then set aside and it gummed up - could not be moved so I got it in a swap for something or other and set about learning how to free up a gummed engine. I had seen my mother, on many occasions, clean the gas stove frets back to raw metal using sodium hydroxide - aka - caustic soda. Okay, a strong mix of caustic soda, an aluminium pot borrowed from the kitchen and in went the gummed up engine. I left it for a couple of hours while I did something else - I wanted to make sure all the oily gum had been removed then I would have an almost new Frog 500...beauty!

Well, the caustic removed the gum all right and...it dissolved all the engine case AND the cooking pot. All that was left in the grey scummy foam was the crankshaft, piston, liner, screws and the pot handle. Well...I learnt that day that sodium hydroxide rapidly eats aluminium and I also learnt what persona non grata meant when my mother found out about her precious pot.

I had a very keen liking for internal combustion engines (I served my apprenticeship at a factory where they were manufactured) and they became the main object of my modelling hobby. I use them in, mainly, aircraft but I have also had a few boats and cars. As my knowledge increased I became very interested in the fuels and, mainly, the lubrication of which I carried out many experiments. In 1980 I began writing a monthly article for Airborne magazine (and for RCM&E - UK in 1987) testing and reviewing model engines (still do many) which led to being asked to test various oils that were alternatives to castor due to its undesirable characteristics such as gumming, carbon and glazing the liner and piston. These problems were so common that there were many articles written in magazines worldwide about 'how to de-glaze an engine'



'remove carbon without damaging metal', 'restore your engine's life with an internal scrub and de-glaze'. I carried out quite a lot of such work for modellers and I had (still have) a couple of sets of de-glazing brushes that you spin inside the liner to remove the glasslike coating. In latter days I used a spring loaded hone in the lathe and that is very successful. Early in 1980 I was approached by an industrial chemist and a mechanical engineer who had formed a small company to produce a synthetic oil for use in model engines. They wanted me to try it out, use it for an extended period and carry out tests for after run care or damage. The oil was then named Synlube and it was a real winner from day one - the first synthetic oil for model engine use. It quickly became very popular for most modellers but....as always - it had its distracters. I am sure you know the type - luddites who spurn something new and spread tales about the dreadful things it will do to your health, guinea pig, left handed socket spanner, future of mankind and many other horror stories. Believe me, there were (and still are) doomsayers who predicted all manner of things horribilis if you used anything other than castor oil in your engine. Castor oil = from the deadly poisonous Castor Bean plant (from which the dreadful Ricin - a toxic protean extracted from castor beans - I mg will kill an adult human, comes) Castor oil is used in varnish, paint, lipstick, lubrication and was used as a purgative until it was found to do dreadful things to your stomach. The lubrication factor is not so simple as heat and drying causes varnish deposits, a very strong gum and carbon. It has to be modified in several ways in order to make it useful for some lubrication purposes. Castrol M is modified castor but the modification does not make it fully suitable for internal combustion engine use - a technical fact issued by the Castrol Company who recommend their synthetic oil with a drop of castor added if you must. For example, if you had a wet sump engine such as the Kavan horizontal twin aircraft engine of a few years back, it had to be drained and flushed out at the end of the flying day or the chances of turning it over without damage the next time you used it were rather high. To give an example of what can happen, some years back a modeller sent me an O.S. Gemini 20cc horizontal twin engine - a magnificent example of

engineering. The engine had a broken crankshaft - unheard of in the O.S. engines. He had used a castor oil fuel, left the engine in the model which was hanging on the wall in a knife edge position - wings vertical. The castor slowly drained from the top position cylinder and settled in the lower cylinder where it slowly set into an incredibly strong varnish - locking that piston in position. After a long period of being idle, he decided to fly the model again so he fired up the engine to see if it was running okay. The only explanation I could come up with was that he primed the engine - squirt up the venturi - and enough vapour went into the previous upper cylinder which was gummy but not locked tight. When he connected the glow power, that cylinder fired but the other gummed cylinder prevented the engine from rotating and the resultant force of the single combustion sheared the crankshaft in two. It took a lot of heat and solvent soaking to free the engine in order for me to re-build it. When I ordered a new crankshaft, even the O.S. Company in Japan wanted to know how the crankshaft was broken. I returned the engine to the owner with strict instructions to use nothing but synthetic oil in it from then on or, if he insisted on using castor, that it be flushed out completely at the end of each flying day. Going back to the Synlube, I had quite a few calls from modellers who used it and found their engines ran cooler and faster and they remained free after a period of non-use. Some modellers complained that it ruined their engines as they became rattley or lost some compression. One of the effects of a synthetic oil is that it dissolves deposits and sludge over a time and this is what happened to those engines - they were cleaned out and ran much cooler. A model shop owner jumped on the wagon rather quickly and sold the Synlube under his own label of GloGlide. He was a keen pylon flier and he told me he was running his red hot Super Tigre engine in races - and winning - using 2.5% GloGlide in his fuel - not a lot of oil but, it tallied with my experiments where I reduced the oil content and recorded the results of several engines. I went down to 5% and never blew up any of the engines. Strangely, this tallies up with current mixes which we will discuss further on.

*To be continued next month.....*

## Upcoming Events



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**

# FLY-IN & AIR SHOW

**All Categories of Aircraft**



**4th & 5th  
October**

**Club Stands Welcome  
Trade Stands on Site**

**HMAS FIELD BANDON ROAD VINEYARD**

**Follow the signs from Windsor Road**

**For Further details contact: Bob Carpenter 0438-171070**



**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

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

*Novices and New Racers Always Welcome*

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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



## PARKES MINIATURE AERO CLUB

# PMAC FUN FLY OCT 12 2014

On Sunday 12 October 2014 the PMAC are having a fun fly and every type of aircraft are very welcome please come and join us.

Start time 9am

Where At Nelungaloo Field 15 Klm west of Parkes on the Brolgan RD

BBQ lunch, Tea, Coffee, Drinks

Check us out on Facebook

<https://www.facebook.com/ParkesMiniatureAeroClubInc>





**INVITATIONAL SCALE CLASSIC**

*3 Runways*  
*Camping Onsite*  
*Hot Showers*  
*BBQ Refreshments*  
*Spectator Facilities*  
*Excellent Prizes & Trophies for all Classes*  
*Gala Diner Saturday Night*

**NSW STATE FLYING FIELD  
COOTAMUNDRA  
15TH - 19TH OCTOBER 2014**

*4 Classes*  
MASTERS  
EXPERT  
TEAM  
OPEN

*Overall Top Static Prize*

*Contact: John Rolfe  
0412 102 512*

**DOWNUNDER**

*Albury Model Aircraft*

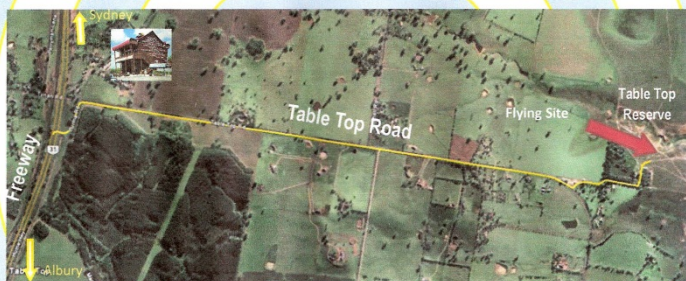


You are invited to the:

**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](mailto:djbalfour@bigpond.com)

Enter on line at: [www.tcmac.au](http://www.tcmac.au)

Or at the Lake.





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

## *RC PRECISION AEROBATICS - 2014*

The **second last event in 2014 for the NSW Pattern Flyers Inc is at Camden Valley** on Saturday 25<sup>th</sup> October.

This is usually a fantastic event with the Camden Club putting on a great BBQ at Ernie's Cafe De Wings. Gate will be accessible via the combination lock on the gate. Please ensure the gate is locked behind you as our continued presence on the site is dependent on this gate remaining locked at all times.

If you wish to enter this competition please visit at the NSW Pattern flyers website [www.nswpattern.org.au](http://www.nswpattern.org.au). You can enter the contest by selecting "enter here" tab with your details.

Those wishing to try Aerobatics are most welcome to attend, and fly in the Sportsman Class, where everybody starts out with a relatively simple but challenging schedule.

If you already have the skills to do a loop, roll and fly inverted, check out the sportsman manoeuvres at <http://www.nswpattern.org.au/Schedules.html>. If you are not sure about having a fly, come along and watch, meet the group, and ask any questions you like. We are always looking for pilots with a desire to improve their flying skills. And have a lot of fun.

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



# Sydney Radio Control Society



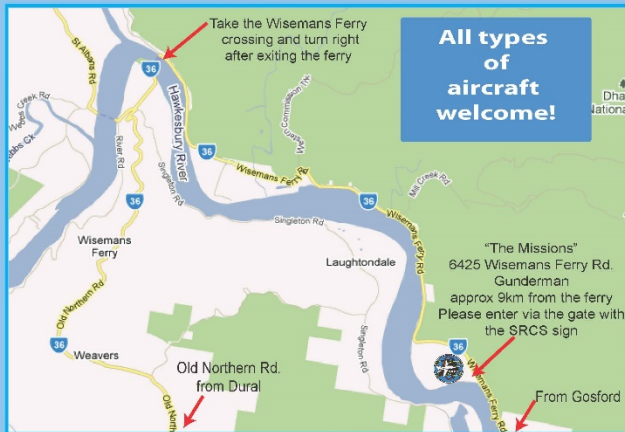
## General Fly In



**Saturday 8<sup>th</sup> November**  
**Gates open at 9am for all day flying**

Last years event saw an incredible array of models from park flyers to turbines  
Everyone who attended enjoyed a great days flying in a really festive atmosphere.  
Come along and help make this year's event even better  
All levels of flying skill are welcome!

**CAR BOOZ SALE!**  
&  
**Swap Meets**  
Got something to sell?  
Bring it along



**\$10 entry fee includes BBQ lunch, a drink and entry into our lucky door prize.**

Enjoy a day's flying with us at the most scenic flying site in the Sydney Basin. All levels of flying skill are welcome, just turn up on the day and fly as little or as much as you like.

No competitions, no pressure, just enjoy flying!

Bring your family along and enjoy a picnic by the Hawkesbury River

MAAA Cards and Permits to Fly for large models must be presented at registration

If you have any questions please contact Mike Close, [president@srclsclub.com](mailto:president@srclsclub.com)  
Please check the SRCS website on the day for cancellation information in the event of bad weather. An announcement will be made by 7am.  
[www.srclsclub.com.au](http://www.srclsclub.com.au)

# JUST PLANE FUN!



## WARIALDA FUN FLY

Supporting the Naroo Dementia Unit

Warialda Airport

8<sup>th</sup> & 9<sup>th</sup> November 2014

Model Remote Control Aircraft

### Saturday 8<sup>th</sup> November

#### Pilots Day

Test & Tune  
Night Flying  
Fuse Racing

### Sunday 9<sup>th</sup> November

#### Open to Public

Flying exhibition  
Open flying  
Fun fly events  
Loop & Roll  
Streamer Cut  
Balloon Burst



All models welcome (\*No winches)

**Catering & Raffles for the weekend**

**Entry by gold coin donation**



#### Contact:

Barry Power – 0267 291 740

Don Turner – 0439 180 762

## Lithgow Seaplanes November 29 – 30, 2014



Lake Wallace Reserve  
(Opposite school)  
Wallerawang,  
1.5kms north of  
Gt Western Hwy.



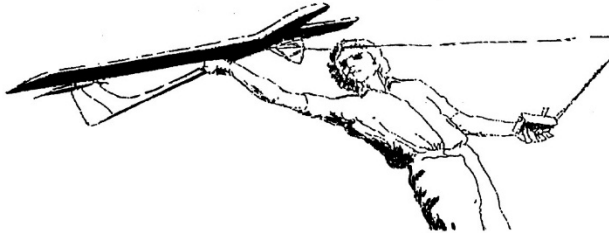
**Seaplane Fun Fly Event**  
Sport, Scale and Novelty models  
welcome.  
Open Keyboard, Rescue Boats  
Pontoon established  
Daylight hours only



Country BBQ and Canteen  
Self Contained Camping  
available

Contact **Dave Brown**  
02 6355 7298 or  
[daveb@ix.net.au](mailto:daveb@ix.net.au)

# 35<sup>th</sup> Armidale Sailplane Expo



Hosted by New England Model Aircraft Club and Sailplane Expo Trust

**Saturday 24<sup>th</sup> to Monday 26<sup>th</sup> January 2015**

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

Entry Form, Event details and Location :-

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

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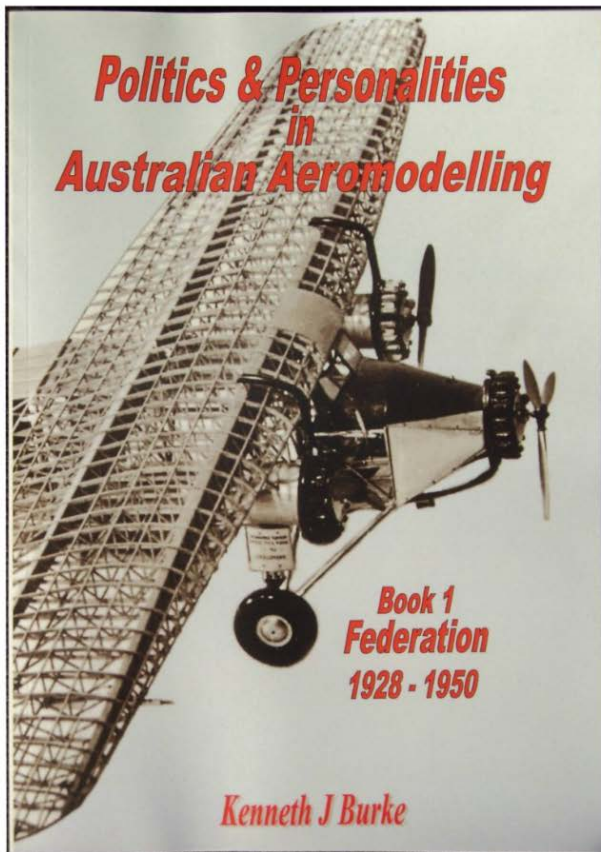
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Contact Hutton Oddy on 0425285758 or email [vhoddy@gmail.com](mailto:vhoddy@gmail.com)

## For Sale

The final print run of *Politics & Personalities* has just come off the press. This is the last. There will be no more encores.

P&P traces Australian aeromodelling from its inception in the late-20s through the 30s, when there were probably more model builders and flyers in NSW than the MAAA's total membership today. It finishes in the early-50s by which time the bitter struggle between the Masons and the Catholics had lead to the MAAA imploding and its virtual demise.



**\$66.00** delivered to your door.

To Order: phone or email me or mail a cheque .

Ken Burke, 3 Moore Street, Vaucluse, 2030.

kburke@bigpond.net.au

Phone 0408 876 678

Brian Winch (AKA the Oily Hand and Engin Ear) is regarded by many modellers as Australia's leading writer on aeromodelling subjects. His articles have appeared in every local aeromodelling publications as well as many overseas magazines.

Brian Winch reviewed *P&P* and I would like to have included his entire review here. But there is only space for a few words from his opening paragraph where he gave *P&P* the *ENGINEAR*'s tick of approval, and the final paragraph.

A GOOD READ.

I know it is a time worn cliché but it is so apt in this case—this is a book that is very hard to put down from the moment you read the first page. It took me ages to write this review as I kept going back to check a detail and began rereading many times.

270 large (220mm x 290mm) information packed pages. *P&P* contains dozens of contemporary photographs of models and modellers, and in some instances the rules that generated those models



- Engines CRRC 45cc petrol, Super Tigre 3000 and Super Tigre 2350 with pitts muffler, all running well, \$60 each or \$150 for the 3 engines together.
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**Deadline for submissions to  
Newsletter #370 (November 2014)  
is  
Tuesday 14<sup>th</sup> October 2014.**

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