



AEROMODELLERS
NEW SOUTH WALES



A busy scene in the pits at the March Fly In at the Aeromodellers NSW State Field, Cootamundra. It was a great weekend with almost perfect weather.

Photo: Tim Nolan – Secretary, Aeromodellers NSW

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Diary Notes

Next AEROMODELLERS NSW Meeting

Friday 10th April 2015, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.**

Following AEROMODELLERS NSW Meeting (incorporating AGM)

Friday 8th May 2015, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.**

Newsletter #375 (May 2015) deadline for submissions:

Tuesday 14th April 2015.

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

Aeromodellers NSW Inc

MINUTES

Business Meeting
State Flying Field
Cootamundra

Saturday 7th March 2015

Meeting Opened: 4.00pm



Attendance: S Norrie Exec, T Nolan Exec, D Costelloe Exec, B Carpenter Exec, R Masters WPMAC, D Lewis Exec, T Sparkes WRCS, C Buckley WRCS, D Pound WRCS, Andrew Pickette Coota, G James Coota, M Minty WRCS, M Ashby Coota, D Foster WRCS, C Mitchell WRCS, P Goff RAAFMAC, R Bryant RAAFMAC, P Mckeown RAAFMAC, G Hutchinson HMAS, A Roberts Coota, M Stone HSL, D Lacey SSME, D Sutton ROW

Visitors: H James Coota

Apologies: A Nolan PRO, A Luckett Cowra MAC, B Bishop Treasurer, G Atkinson WRCS

Minutes: Motion that the minutes of the meeting held on the 6th February 2015 at Silverwater as published in newsletter 373 be accepted as a true and correct record of that meeting.

The President advised the meeting that the Treasurer was unable to attend due to ill health and accordingly there is no financial report available for this meeting. He gave an undertaking to the meeting that the Financial Report will be circulated within a few weeks to all clubs, and then the records will be sent to the Auditors in keeping with normal practice at this time of the year.

Moved: WPMAC **Seconded:** SSME **Carried**

Business Arising: Nil

The President welcomed all to the first country meeting of Aeromodellers NSW and the formal “go live” of our new website.

The meeting complimented the Cootamundra Club for the great efforts that have been put in to provide such a magnificent flying field to enjoy over the weekend.

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, MAAA Nationals Bulletin -1 (circulated to all members)
- * M 1.2 Secretary, Cancellation of the MAAA Free Flight Nationals (circulated 4-14/15)
- * M 1.3 Secretary, MAAA has now been formally recognised as a National Sporting Organisation by the Australian Sporting Commission. (Circulated 25-14/15)
- M 1.4 Secretary, MAAA Newsletter

From other than MAAA:

- C 2.1 numerous clubs have provided feedback on the Draft Constitution
- C 2.2 CASA, Area approval for 2 Locations for the Shoalhaven MAC.
- C 2.3 CASA, Area Approval for Jindabyne MAC
- C 2.4 G Bridgland SSFM, request for more wings (forwarded to Registrar)
- C 2.5 T Kennedy, RAAFMAC Area Approval Application (Forwarded to CASA)
- C 2.6 P Papantoniou, Area Approval Application
- C 2.7 B Thrift, CVRCMAC, request for replacement card. (Registrar completed)
- C 2.8 L Trimmer, EMAC, Request for supply of bronze wings and training books
- * C 2.9 P Smith SMAC, enquiry re changes to the Brand Logo.
- C 2.10 A Williams enquiry re close fields. (Referred to MAAA MOP 008)
- * C 2.11 R Martini, Archerville Eagles, questions regarding the new Silver Wings.
- C 2.12 G Harrod, COMSOA, enquiry on progress of Heavy model inspector applications.

C 2.32 Newsletters Received:

Late Correspondence:

Correspondence Out:

To MAAA:

To other than MAAA:

Business Arising from Correspondence:

C 2.9 The changes that can be made to the website relate to content on the site, the actual brand (name and 5 icons) is set, we will be including other elements in the webpage to assist in navigation when seeking further details on selected discipline.

C 2.11 Details contained in the current issue of MAAA Wingspan magazine.

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

Moved WRCS Seconded: HMAS Carried

Reports

Treasurer Bob Bishop

Due to illness the Treasurer is unable to present his report this month. A copy of the financials will be circulated separately.

President

Bob Carpenter

As this report is being delivered during the March Monthly business meeting at our state field in Cootamundra in conjunction with the Aeromodellers NSW Annual Fly In, the first item I need to address is the tremendous work that has been done by the local Cootamundra Club. The field is looking magnificent and the green strips almost look like an oasis amongst the surrounding brown areas. The preparation for supporting these events especially the canteen where they are providing food and drink (including breakfast) does not go unnoticed. So on behalf of both the total membership and the Executive I wish to thank all members and supporters from the Cootamundra club for a great job.

For those of you who are reading this in the newsletter I need to advise we will be discussing and making a decision on the future of the printed copy of the newsletter at the AGM in May. The printed newsletter is becoming very expensive to produce and post (further postage cost increases have recently announced).

It was good to see that we had many visitors here at the Annual Fly In and it was a pleasure to talk with members from Canada who spent most of the day with us. The comments on our facility were very well received.

Just a reminder to all members that the draft copy of the Aeromodellers NSW Constitution has been sent to all clubs and we will be incorporating items from any feedback into the final version which will be sent to all clubs after the April meeting with a vote to accept to be held at the AGM.

The new Aeromodellers NSW Website is now live. Please refer to our PRO report later in the newsletter for the web address. Member feedback and suggestions are always welcomed. I need to emphasise that the new website and the use of Facebook is primarily designed to attract new members and we are aiming to use the latest in social media for our communication. Whilst letting you know who the target audience is your Executive is always aware that we must work with all the current membership to provide information and answers in the most effective format available.

On Sunday 12th April Aeromodellers NSW have been asked by the organisers to provide both a flying and static demonstration at White Bay on Sydney Harbour. This has the support of the Sydney Ports Authority and we will have full CASA approval for the displays. It is expected that there will be in excess of 30,000 people present. This will be a great opportunity to display our sport. If you are interested in being involved please contact Tim Nolan. Of interest is that CASA will be issuing a NOTAM whilst we are flying and closing all aircraft operations over the Harbour. This is really a great endorsement by CASA to the way we are handling ourselves in NSW.

Registrar

Dave Lewis

Current membership has just topped 2280 members and 2 new clubs have joined us, making it 87 clubs.

Chief Flying Instructor

Bob Carpenter

We have been working hard on all other matters with the changing of Aeromodellers NSW and at this stage we do not have any courses planned in the near future.

I would like all clubs to keep me advised of how many members you have that need instructor training and we will work with you to provide the training.

Public Relations Officer

Aranka Nolan

It is with great pleasure I present to you the new Aeromodellers NSW website, <http://www.nsw.aeromodellers.org.au>. For a short period of time the old site MASNSW will remain while we test and check everything over on the new site and people get the news that there is a new site. Please spread the word.

Have a look at find a club near you. If your club is not listed and would like to be please let us know. We can add and update entries as necessary.

As I have said before building a website is like building a house. You can now wander through the house and see what we have done. Please note there is a bundle of furniture to come out of storage and move into the house so it has that lived in feeling, and by this I mean content: pictures, photos, stories, comments, video, there is space for it all.

For those who have given me content to load, I will now turn my attention to making sure your stories and information are put into a good place on the site.

Please join the Community to see what people are talking about and showing as the activities in their areas. If you find anything that is not working please get in touch with Tim or myself and we will get it fixed.

Once the site is bedded down we will be incorporating a page that enables you to buy the new range of Aeromodellers gear. I will tell you more about that later.

I have put over 115 hours into it so I hope you like it.

CASA Liaison Officer

Tim Nolan

I am pleased to advise the meeting that Shoalhaven and Jindabyne clubs have now received their area approvals from CASA. There are still a number of applications for other Area Approvals with CASA these will be completed as soon as possible.

Any other clubs that are flying out of either private runways or adjacent to landing areas (this also includes helipads) are requested to contact me as a matter of urgency so that I can check the validity of your area and initiate Area Approvals to make sure that we are complying with the Legislation.

Secretary

Tim Nolan

I have had a few issues with email over the past month or so, if you have not seen any wings or other material published, could you please contact me so that I can catch any that I have missed. There are also a few heavy model inspectors that are in progress with MAAA. Not their fault the delay has been on my side.

If you could drop me a line I will catch them all up for the next meeting.

State Flying Field

Steve Norrie

Well here we are at Cootamundra and the reports that I have been receiving (several times each week) have been telling me the place is looking great, now that I am here seeing it with my own eyes it is better than great. I have heard nothing but praise from all who are here with us and this should be, and has been, passed straight to the members of the Cootamundra Aeromodellers Association. Enough of this prattle it is said that a picture is worth a thousand words.



The flight-line and runway



The surrounding countryside

Newsletter editor

Rob Masters

My plea for material for the newsletter last month has been answered in part with a number of readers giving of their time to put pen to paper (yes, I'm more than happy to receive your contributions hand written) and fingers to the keyboard. There's always space for more so please dig deep and share with your fellow aeromodellers. My thanks to those of you whose names appear in print.

Other reports:

Motion that the reports be accepted.

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

Awards:

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

James Gregory	SSC	81490
Rick Addy	CCMAC	81689
Simon Lanham	WPMAC	55912
Dale Wallace	DMAC	57535
John Cook	GMAC	82089
Brian Gardiner	COMSOA	52365
Robert Simonetto	BAC	76328
James Bradley	BAC	82717
Gavin Barnett	BAC	82699
John Greenwood	CCMAC	82427

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

Tony Palmer	CMAC	73886
Robert Hage	RAAFMAC	32530
Gary Tyler	COMSOA	46205

Applications received for approval for MAAA Fixed Wing Power Instructors:

No applications received

Applications received for Approval of Commercial Model Aircraft Flying Instructors:

No applications received

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

No applications received

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

No applications received

Applications received for approval of MAAA Helicopter Instructors:

No applications received

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

No applications received

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

Colin Buckley	WRCS	67397
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Applications received and approved for MAAA Glider Instructors:

No applications received

Applications received and approved for MAAA Multirotor – Bronze Wings

No applications received

Applications received and approved for MAAA Multirotor – Gold Wings

No applications received

Motion that the reports be accepted.

Moved: WRCS **Seconded:** SSME **Carried**

MAAA Inspector Approvals:

Heavy Model FW 25 Inspector Approvals:

Nil received

Heavy Model RW 25 Inspector Approvals:

Nil received

Giant Model FW 50 Inspector Approvals:

Nil received

Giant Model RW 50 Inspector Approvals:

Nil received

Gas Turbine Inspector Approvals:

Nil received

Commercial Instructor Approvals

Nil received

MASNSW POINT SCORE COMPETITION AWARDS 2014:

General Business:

The first item of General Business is:

The next Business Meeting of Aeromodellers NSW will be held at 8pm on Friday 10th April 2015 at the Boardroom, Dooleys Waterview Club starting at 8.00pm. All members and visitors are welcome.

The President raised the issue of the costs for juniors for discussion, exploring the options for them being charged a very minimal fee by the MAAA. This would also require changes at MAAA level but the meeting was asked to consider the pros and cons of this. The Executive believe that some payment should be made (possibly \$15.00) as this way the young person does appreciate the gift and it has some value. Along with that comes some respect for what they are receiving.

Questions were then asked of the meeting about what level of aerodynamic knowledge we should be expecting of large model inspectors. Additionally where can a person find some of this material? The Heavy model committee are of the view that a lot of the newer inspectors have little or limited knowledge of this subject and it is difficult for them to look at a large model and be able assist a person in trying to trim and adjust it when they do not understand what is happening with the aircraft in flight. EG dihedral, what is it and why is it important? Aileron differential, what is it and what does it do? Aileron / Rudder mix, again why is it standard on all current radio's...must be there for a reason?

The President also provided an update on the progress with the Free Flight applications with CASA. There has been some progress on this matter with talk that an application will be made to have Free Flight flying approved in three areas, more details to follow as they become available.

A question was asked about mobile phones on the flight line or in the pits area. The Meeting was advised that the MAAA MOP re phones dates back to 2004 and is one that is in desperate need of review. As all phones and most of our radios are now digital there is good reason to question the validity of the MOP, given that when it was written we were using analogue equipment with significant signal splatter etc. The Executive will raise this at the MAAA Council conference to seek some guidance as to when it may be reviewed.

There being no further business before the meeting, the meeting was declared closed at: 5.40pm

Aeromodellers NSW 2015 Calendar

(Compiled 16/3/2015)

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

Mar 2015

28-29	NSW Pattern Flyers – F3A	Queanbeyan	Felix N	0428 880 633
28-29	Cowra MAC SPARKS Electric Only Fly-In	Cowra	Mike Grimshaw	02 6344 1764
29	Blacktown Aeromodellers Fly In	Cecil Park	John Kastelan	www.bacinc.org

Apr 2015

2-6	SAM 1788 Championships Old Timers	Canowindra	Grant Manwaring	02 6241 1320
10	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
18-19	NSW Pattern Flyers – F3A	Wingham	Felix N	0428 880 633
11-24	MAAA Nationals (refer http://www.maaa.asn.au/)			

May 2015

1-3	Autumn Scale Rally (TCMAC Field)	Albury	David Balfour	0407 953 903
2-3	Veterans Gathering – Old Timers	Muswellbrook		
8	Aeromodellers NSW General Meeting and AGM Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
16-17	COMSOA Scale Fun Fly	Metford	Paul Robertson	02 4946 8334
16-17	NSW Pattern Flyers – F3A	Gloucester	Felix N	0428 880 633
16-17	Wyong Old Timer Weekend	Wyong	Bob Marshall	02 4363 2818
23-24	Pilot's Choice Scale Event	Gunnedah	Paul Hartley	0438 421 926
30-31	Sport Pylon	Pitt Town	Peter Kerney	0407 013 230

Jun 2015

6-7	Vintagents Old Timers	Gratton Field	Dave Paton	07 3245 5991
12	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
13-14	Large Scale State Titles	Taree	Bill Mansell	0409 585 023
13-14	Open Handicap Gliding	Gunnedah	Paul Hartley	0438 421 926
13-14	New England Gas Champs Old Timers	Tamworth	Basil Healy	02 4341 7292
19-21	2015 Luskintyre RC Scale Festival	Luskintyre	Greg Tracey	www.rcscalefest.com.au
20	NSW Pattern Flyers – F3A	Richmond	Felix N	0428 880 633
27-28	Sport Pylon	Nowra	Peter Kerney	0407 013 230

Jul 2015

4-5	Dam Busters Float Fly – Wyangla Waters	Cowra	Andy Luckett	0412 820 865
10	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
18-19	Golden West Old Timers	Parkes	Peter Smith	0423 452 879
25-26	NSW Pattern Flyers – F3A	Wingham	Felix N	0428 880 633

Aug 2015

1-2	Sport Pylon	Pitt Town	Peter Kerney	0407 013 230
14	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
16-17	F4C/F4H / flying State Titles	Richmond	Bill Mansell	0409 585 023
28-30	Classic Aeromodelling - 'Oily Hand Diesel Day'	Cowra	Andy Luckett	02 6342 3054

Sep 2015

5-6	NSW Pattern Flyers – F3A	Gunnedah	Felix N	0428 880 633
5-6	Coota Cup Old Timers	Cootamundra	Grant Manwaring	02 6241 1320
11	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
20	Sport Pylon	Richmond	Peter Kerney	0407 013 230
26-27	NSWSAS (Scale) Round 3	Richmond	Bill Mansell	0409 585 023

Oct 2015

3-4	Eastern States Gas Champs Old Timers	West Wyalong	Grant Manwaring	02 6241 1320
9	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
23-25	Annual Seaplane Weekend (Tabletop Reserve, Lake Hume)	Albury	David Balfour	0407 953 903
24	NSW Pattern Flyers – F3A	Camden Valley	Felix N	0428 880 633

Nov 2015

13	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
14-15	Belconnen/NAAS old Timer NAAS	Canberra	Grant Manwaring	02 6241 1320
23-24	NSW Pattern Flyers – F3A - State Championships	Richmond	Felix N	0428 880 633



Club News

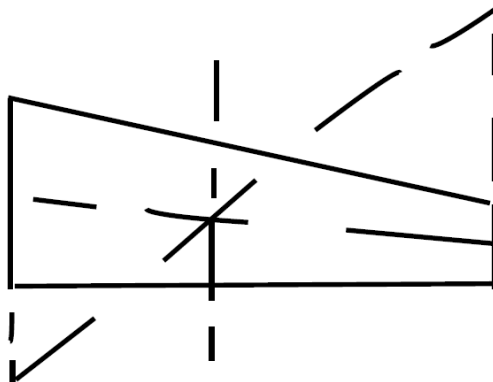
Tom Sparkes (WRCS)

Some Helpful [Hopefully] Design Tips From Tom Sparkes - Alias The Burglar.

For those of you foolish enough to embark on an own design project or even do some checks on an ARF or kit design, I shall do some articles during the following weeks whilst I have nothing on the board, and have nothing better to do !!!

FINDING YOUR CORRECT C.G.POSITION.!!

The first thing to do is to determine your MEAN AERODYNAMIC CHORD or MAC. If you have a straight not tapered wing with no sweep back or forward, then this is of course easy, it is just the mid-point of the chord. However, things start to complicate when you get tapers, sweep backs, deltas and other planforms. By far the easiest way to do this is to draw one wing out graphically, I usually do it on the garage floor. This method works for any wing shape including deltas. Project a line forward from the front of the tip the same length as the root chord, and parallel to the centre-line of the plane. Now do the opposite at the root, that is draw a line from the rear edge of the root backwards the same length as the tip chord also parallel to the centre-line of the plane. Now join these two points with a dotted line. Now draw another dotted line from the mid-point of the root chord to the midpoint of the tip chord. Where these two lines intersect is your centre of area, and if you draw a line through this point parallel to the centre-line of the plane this is your MEAN AERODYNAMIC CHORD or MAC.



MAC

Of course if you have a rounded tip or a pointed tip, just disregard the rounded bit and come back in a minimal amount to be able to get a straight line! Now the degree of stability depends on the distance between the centre of gravity and how far ahead of the neutral point it is. The neutral point for most models, to save further complication, is usually about 36% back from the leading edge measured along our MAC line. Therefore a stable CG position would be from 20% to 30% back from the leading edge measured back along our MAC line. Moment arm and relative tailplane area has an effect, so say for a Warbird with a smallish tail area, then the 20% is a safer bet. Aerobatic planes would be closer to the 30%. The longer the moment arm is then the smaller the tailplane can be, a short moment arm requires a bigger tailplane area, we will go into this a bit later. If you have a glider with a lifting section tailplane your CG will be much further aft, as this is a bit rare for us I will not go into it here but if anyone wants help with this one then ask me!

TAILPLANE AREAS AND MOMENT ARMS!

The tail moment arm is measured from the CG position to 1/4 chord of your tailplane. A good average moment arm for a sport model would be around 2.5 to 3 times the MAC (mean aerodynamic chord, there's that word again). Of course this can vary wildly, and a very short moment arm has to be balanced out by a larger tailplane. However, on the average run of the mill model a simple formula can be used as a guide to the area required.

Tailplane area in square inches = $(K \times \text{MAC} \times \text{WA}/\text{TM})$.

K is a constant, 0.52 for semi and symmetrical wings and 0.57 for flat bottom wings like Clark Y.

MAC is mean aerodynamic chord in inches

WA is wing area in square inches

TM is tail moment arm in inches

Tail plane wing sections can be just a flat plate, usually on smaller models, although the full size Cub has a flat plate section on the tailplane, but this is supported on strut wires] or a symmetrical section, which is stronger of course but do not go too thick, NACA 0012 or thereabouts is good. Do not use a lifting section on a normal airplane, otherwise your CG position would have to be much, much further aft. That will do me for today; typing with my left hand index finger has taken its toll. I shall do some more articles whilst I have nothing to do stuck at home. Cheers all, happy flying.

THE BURGLAR.

Max Stone's Thoughts and Memories after Reading Ken Burke's Book - "Politics and Personalities in Australian Aeromodelling"

Joe McGuffin once asked me to do a review of Ken Burke's Book - "Politics and Personalities in Australian Aeromodelling" for the MASNSW newsletter. I showed my review to Mr Burke before it was published so that he could OK it. He lived at Watson's Bay but unfortunately passed away in December 2014.



**Max at the Aeromodellers NSW
Cootamundra Fly In earlier this month**

Here is my review of "Politics & Personalities in Australian Aeromodelling" Book 1 1928 -1950 by Kenneth J Bourke (there were to have been two more books).

It has 260 odd pages and was originally advertised on the back page of MASNSW Newsletter 318 (now also in issues 369 and 370 – 2014).

If this history had never been recorded it all would have been lost forever. But I must say it is heavy reading - the Politics and personalities theme runs through it all.

I learnt about the pre 2nd World War modelling in Sydney and NSW from this book.

How the Air Race from England to Melbourne in 1934 made the country very air minded.

How Radio stations promoted model aircraft. 2BL had a Boys Aero Club timeslot from 1929. Norman J Lyons did the presentation. He organised a club "MAA" - it had paid membership and a correct structure.

Charles Ivor Freeman in late 1931 had a slot on station 2UE. His club was MFC and it had free membership.

The Herald and Telegraph newspapers had columns too.

In 1935 The Australian Women's Weekly carried an advertisement "Give every boy and girl a 25 shilling cabin monoplane for only 4 shillings, post free. Only 4 tokens to collect in 4 short weeks". They sold thousands.

You will have to read the book to find out more. Be warned, as the title suggests it is

mainly about politics and personalities. The book doesn't tell you much about the planes or the motors.

Over 4/5s of the book covers the period to the middle 1940s the other 1/5 up to 1950.

Bob Lowe of Hobbyco arranged a competition in Centennial Park in March 1947. He offered a silver cup and £3 for a whip control contest (Hobbyco sold these planes so was promoting them) and also a Whirlwind motor for the winner of a Control line contest (which Jack Finneran won).

There were quite a lot of spectators there that day and eventually when we had monthly meetings in the park there were even more spectators.

The book says there were 5 control line planes there. I was there that day (not yet 16yrs old in March 1947) and I have one photo with 4 of the planes in it (see pg 19) and another photo with one plane in it. I do not know the name of the owner of this one. Unfortunately, I have misplaced the photo of the single aeroplane.

One of the planes didn't get off the ground that day it was Harold Stevenson's. I met Harold there that day 68 years ago and found he (and Dawn) were living 1.5Km from where I lived.

The following weekend at the local park with my fast running, another prop and a big push Harold had the plane airborne. Soon after with a better prop (we had to make our own then) and adjustments to the rigging etc it flew ok without my running.

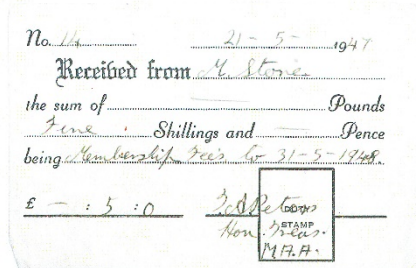
The engines were spark ignition so you had to have points for the spark. A coil and

condenser plus 4 AA batteries which made the plane heavy. Hard to do even wing overs.

As the engines had bronze main bearings and no seal, pressure in the crankcase forced oil out onto the points and made the engine hard to start (only hand starting then – oil got onto the points). Harold had a rear carbie engine (can be timed by the piston) in it then which he made himself - a copy of an American Ohlsson 23.

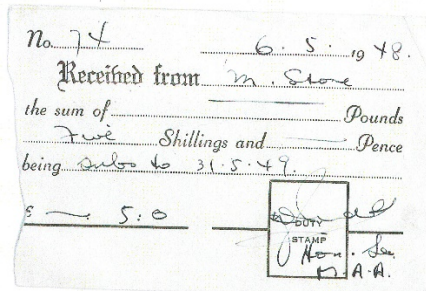
I do not remember how – someone must have arranged a meeting of interested modellers that were at Centennial Park that day and it was decided that a Club should be formed.

Because it was a long time ago a meeting was held at the YMCA in Sydney I think (but am not sure) in April and May. I have a receipt for my membership fees from 21-5-47 to the 31-5-1948 signed by A Peters, Treasurer of the MAA for 5 shillings for the year. The receipt is No 14. At the general meeting they said that this No14 would be my Plane Number.



Now I always wondered why on my Membership Certificate my plane No was given as No 31. Well the book explains it – The Committee in their wisdom said members from before the War would have the lowest numbers then the people who had planes – then the rest of us. Makes sense now.

My next receipt 6-5-48 till 31-5-49 still says MAA and was No 74. I guess there



were less than 60 members for the year. By the way the Membership Certificate looks the same as was used by the pre-war MAA because there is a picture of it in the Book on page 112.



In my photo taken in March 1947 with 4 planes in it (mentioned previously) the one at the back is Arthur Wild's and you can see MAA on the side of it. I would not have known what it meant back then. The next plane is Jack Finneran's, then Bill Marden's and then Harold Stevenson's in the front. I also have a picture of a plane by itself. I do not know the owners name but as mentioned, unfortunately I have misplaced it.

In the Book on Page 155 there is a picture of 24 people and their planes in Centennial Park. I think at the earliest it would be late 1947 or more likely taken in 1948 or 49 as I do not think there were that many people with motors and control line planes in early 1947.

At the time of the meeting I hadn't heard of glow plugs or diesel engines (I was only 15 – 16 then).

Harold converted his to a Glo Plug later that year. In the following few months Harold Stevenson made three more engines - 23s with the carbie at the front porting controlled by the crankshaft – more powerful and better timing. I bought the first one he ever sold it cost £5 (\$10), approximately the bring home pay for a week's work as a tradesman. I gave him £2 (\$4) and paid him 10 shillings (\$1) a month till it was paid off. He used one himself and he doesn't remember who he sold the other one to.

It was over a year before Harold and Bill Marden made a large batch for sale. I was a 1st year apprentice at Qantas Empire Airways and my pay was 30 shillings a week (\$3) - half went for rent. I left school at 15 and spent the next three years going to night tech to get my Leaving Certificate (as it was called then). The point is I didn't have enough time to keep flying model planes so after the middle of 1948 I could not remain an active modeller. I did go as a spectator to the 1948 Nationals at Bankstown (in November).

I became interested in Radio Control in the middle 80s when I saw RC Gliders at Dobroyd Head (near Manly) and I am still interested in RC Gliders.

I lived in the country (NSW) from 1938 to 1946 and flew free flight gliders then (couldn't get rubber) and I was at school.

If you have read the review this far thank you. I personally found the book tough going - like it says Politics & Personalities and not a lot of Aeromodelling - but it is our history. Mr Burke deserves our thanks for writing down our early history so it isn't lost.

By Max Stone
MAA – 31.



Issued Under Authority of the Australian Sport Aviation Confederation Inc

by *[Signature]* on 08/08/2007
Valid to 30/06/2008

Club: HSL NSW
Ratings and Appointments

By accepting this card the member agrees to abide by the Rules and Safe Flying Code of the M.A.A.A. Inc

March 1947



An historic photo – taken in March 1947

Aeroplanes from left to right – Arthur Wild (MAA 7), Jack Finneran (MAA 2), Bill Marden (MAA 1) and Harold Stevenson (MAA 11).

Bill Marden and Harold Stevenson machined their engines from castings. I think Jack Finneran's plane was imported from the USA. You can see the MAA on the side of Arthur Wild's plane so he must have been flying before WW II.

Aeromodellers NSW Fly In – March 2015

The weekend of 6 – 8 March saw aeromodellers converge on the State Field at Cootamundra for the annual Aeromodellers NSW Fly In. Friday was a bit blowy but Saturday turned in some great weather although the wind did come up a bit in the afternoon – nothing to stop any but the most timid of flyers though.

Saturday afternoon saw the monthly business meeting conducted on the mezzanine viewing deck – there was a good turnout, giving the many attending the opportunity they don't often get to see what goes on at these meetings. The meeting was followed by a well received BBQ dinner that complemented the bacon and egg rolls, sausage sandwiches, hamburgers etc that were available for purchase throughout the weekend. Thanks to the chefs for a job well done. Sunday dawned with probably the best weather for the weekend and most of us flew continuously till mid-day when we packed up and headed for home.

As usual, the field was in fantastic condition – all in all an enjoyable weekend although sadly there were a number of aircraft that went home in more pieces than when they arrived.





SAM1788, About Old Timer Flying

The radio control model aircraft you see flying here today are replicas of models designed and flown as free flight model aircraft before December 1942. Various events have been devised to test the aircraft and flyer. These models are generally hand built and structurally conform to the original design but modern materials can be used and minor changes can be made to convert to radio control. The engines used are mainly modern types, however some events require vintage pre-1950 original engines.

There are two distinct competition events for these models.

1. Duration Events; these are limited engine run events, say 25 seconds motor run, where the model, using a high revving engine, climbs nearly vertically then transitions into glide mode.



2. Texaco Events; these are limited fuel events where the model is allocated a given fuel amount based on weight and engine type. These models use slow revving engines for fuel economy, with a sedate climb to altitude, followed by a long glide.

Each event usually consists of four qualifying flights where a maximum flight time task is aimed for, followed by a landing within a nominated landing area. The flight time for each event varies depending on the event being flown. The culmination to the qualifying flights is an event fly off where all who have qualified then participate in a final flight, the longest flight is the event's winner.

In the fly off competitors will seek out thermals to prolong their flight time. There is a real skill to and satisfaction in reading the weather conditions and achieving a good result in the fly off.



There have been fly off times in excess of one hour on occasions, a test of both model and flyer.

We also fly radio control gliders which were designed and flown as free flight gliders before 1951.

Control line models from the 1960's, 1950's and before are also flown .

Competitions for these models are held throughout the year at various locations around NSW. New flyers are welcome to attend and help is always available.

If you are interested in finding out more about this type of model flying please contact us as per details below.

SAM1788 President Peter Scott
Telephone: 02 96241262
Email: qualmag@optusnet.com.au



SAM1788 Secretary Grant Manwaring
Telephone: 02 62411320
Email: grantandmary7@gmail.com

Upcoming Events

Blacktown Aeromodellers Club Inc. Invitational Fly-In 2015

(For all types of model aircraft)

To all MAAA members & bona fide visitors, join us on Sunday 29th March 2015 for our invitational fly-in. If you are interested to fly or just watch at our new site, come along, no contest, just a day of fun! A grass mown strip of about 80 metres handles most types of aircraft.



Entrance is through the Sydney International Shooting Centre facility (*Lot 1 off Elizabeth Drive, Cecil Park*), gates open – 8 30 a.m. All visiting flyers are to pay \$12.85 and sign-in at the front facility office (will need photo ID and MAAA card). Any visitors not flying will still need to sign-in but will not need to pay. An individual identification sticker will be issued noting whether you are a flyer or just watching (visitor).

Food & drinks will be available & also prizes for flyers. Contact can be made by visiting website for any updates www.bacinc.org or alternatively call John 0439 772 002.

SPARKS

Cowra Model Aircraft Club ELECTRIC ONLY fly-in

» Sat~Sun, 28 & 29 March 2015 «

If it's battery powered, and it flies, bring it along!

Location - Milroy Field, Canowindra

6km out the Cowra road, or 22km from Cowra side. Turn up Bangaroo Quarry Rd. Map and further details at www.cowramac.asn.au

Program for both days

08:00am - Gates open for pilot registration and setting up.

09:00am - Morning session - heli's and multirotor's.

12:30pm - BBQ LUNCH with tea, coffee or can of fizz.

01:30pm - Afternoon session - fixed wing aircraft.

05:00pm - Official activities end.

For further information call Mike on 02 63441764, between 5 pm and 8 pm.

The fine print.

There is a \$10.00 registration fee for all pilots. This covers both days.

All pilots must register and show their valid MAAA membership card before flying.

The Safety Officer has the right to ground any pilot flying in an unsafe manner.

BBQ lunch available for all attendees. Snacks and drinks will be available all day.

You will need to bring your own chair and other comforts. Toilet facilities at the field.

Information Sheet - National Electric Flight Rally 2015

3-6 April 2015 • NAAS Club Field, Canberra



Breakfast : 8:30
Sausages,
Bacon & Egg,
Steak sandwiches.
Coffee, Tea &
Soft drinks

NAAS - Willie Emmett Field
9.5 Km from Tharwa Bridge

Willie Emmett Flying Field

The field is on Naas Road, just south of Tharwa, which is a small township just south of Canberra. Find your way to the Canberra suburb of Banks. Continue south on Tharwa Drive. At Tharwa, continue south on Naas Road. Willie Emmett Flying Field of the NAAS club is 9.5km from Tharwa bridge.

GPS coordinates:

-35.583815, 149.061196

Accommodation Suggestions



**Best Western Plus
Garden City Hotel**
55 Jerrabomberra Avenue,
Narrabundah ACT 2604
(02) 6295 3322
30 minutes drive to field
20 minutes to dinner



Hotel Ibis Styles
203 Goyder Street,
Narrabundah ACT 2604
(02) 6295 3322
30 minutes drive to field
20 minutes to dinner



Alpha Hotel
46 Rowland Rees Cres.,
Greenway ACT 2900
(02) 6293 3666
20 minutes drive to field
5 minutes walk to dinner
Book online and save!



Outward Bound Camp
Located at Tharwa
Bunk house style - two
dorm rooms - 8 beds each
(02) 6235 5700 Christine
10 minutes drive to field
10 minutes to dinner

Camping on field - \$5 per night - pay at field

Toilet available - extremely close to flying! 20 mins to dinner.

Saturday Night Dinner Venue



Vikings Club

Corner Athlone Drive & Rowland Rees Crescent, Greenway ACT 2900
Right next door to Alpha Hotel - 20 minutes drive from field
Upstairs function room, next door to restaurant - 7:00 for 7:30pm Saturday 4 April
Alternate drop main course and sweets - bar available - (02) 6208 6300
(I don't know if we will be served sweets like this, David - but we will work on it!)

Contact Details for Event Contest Directors & AEFA Executive

Max Haysom - President - (03) 9801 3899 - mmhaysom@melbpc.org.au

David Lucas - Treasurer and NEFR entries - (02) 6676 4107 - riverscat@mac.com

Terry Scolari - Secretary & Radian CD - (0408) 646 760 - tscolari@bigpond.com

Peter Pine - Events Coordinator, LEG & F5J & overall NEFR CD - (02) 6676 1437 - ppine@northnet.com.au

Brian Lockett - Executive member and joint F5J CD - (0419) 809 736 - brian.lockett@bigpond.com.au

Michael Colston - Electric Old Timer CD - (0408) 635 262 - mncolston@hotmail.com

Bob Hickman - Foamy Pylon CD - (0417) 125 664 - marbob48@sctelco.net.au

For event rules, please consult the Australian Electric Flight Association web site - www.aefanet.com



NSW PYLON RACING **CLUB inc**



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

BATHURST MODEL AERO SPORTS CLUB

LOCATION: 800m north of the corner of Pymonts Lane and Limekilns Road.
S33°18.621'E149°41.803' or see <http://www.bathurstmodelaerosports.com.au/>

Sunday 3 May 2015 – 9:00am Pilot Briefing

Practice from 12:30pm Friday 1st May and all day Saturday 2nd May 2015

Catering at Field: Saturday lunch. Saturday evening dinner at field.
Sunday Breakfast and lunch at field.

Please check NSW Pylon Web site for Saturday evening dinner catering requirements, i.e. numbers.

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

Novices and New Racers Always Welcome

Contact: Peter Kerney 0407 013 230

Or check out the Website

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

FUEL SUPPLIED ON RACE DAY

This is the first time the Bathurst club has hosted a Pylon event and some local flyers who have never flown a pylon course are using this as an opportunity to have a go flying non pylon type planes. If you have been sitting on the sidelines, not quite game, here is your chance. Get that Sunday sports plane out and have a go.



COMSOA SCALE FUN FLY 16th.and 17th. MAY 2015

AT COMSOA'S FLYING FIELD AT METFORD OFF RAYMOND TERRACE ROAD.

Saturday the 16th-- Gate will be open about 0800 Flying can commence after 0900 . Fly as much as you wish. Registration starting after 0930

Sunday the 17th. Gate open about 0700, flying after 0800 and will be to our usual format with organized flying in each category. Judging will be by entrants on Sunday

CATEGORIES---- MILITARY UNDER AND OVER 7 KG. ----CIVILIAN UNDER AND OVER 7kg .- JET and SPORTS MODEL

Prizes 1st. 2nd.and 3rd. in all categories, plus Model of the Meeting.

. If you are intending to participate please PRE ENTER if possible. There is no problem changing your model entry on the weekend if required.

Pre entry draw cut off date is Thursday the 14th. May.

Entry for the weekend is \$30. Entry fee includes lunch on Saturday and Sunday.

If pre entering pay on the weekend.

MAAA Membership cards and Heavy Model/Turbine Permits will need to be sighted.
Free tea and coffee. Cold drinks on sale all weekend.

VISIT OUR WEB SITE www.comsoa.com **for up to date info for the event and about our club.**

AN ENTRY FORM is on our web site, it is a very easy to use electronically submittable form. Also there is a blank form which can be printed and posted or transmitted by attaching to an email to scalefunfly@comsoa.com

For general inquiries Stewart Brackley Phone 49470586

If by Mail send to Jason Russ, 75 Clyde Circuit, Raymond Terrace 2324

Gunnedah District Aeromodellers Association

in association with

FSAA

Present

Pilots Choice Scale Rally

fixed wing planes

23rd and 24th May 2015

Location

GDAA Field

410 Quia Rd, Gunnedah GPS 30.958263 150.191259

8 Categories

A: Civilian over 80" and **B:** Military over 80"

C: Civilian under 80" and **D:** Military under 80"

E: ARF Civilian

F: ARF Military

G: Combined electric over 80"

H: Combined electric under 80"

TOP GUN

FSAA members model of the meet

Enter as many planes for the one entry fee of \$20.00 open key board flying

Model must fly to be eligible for judging

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

Pre registrations to hartleys.electrical@gmail.com ph 0267420222 work
hours noting pilots name, model name, wing span and category.

Judging Sunday 12.00md to 1.00pm during lunch.

We would like to acknowledge the help of the FSAA for the enjoyment of
scale flying.

Large Scale Racing Club of Australia Inc.

2015 Sydney Large Scale Pylon Races

6th and 7th June 2015

HMAS Flying Field, Vineyard Sydney NSW

Golden Era Inline, Golden Era Radial, North American AT6, Reno Racing 62, Formula 1, Formula 2 and Extreme 20-30.

Rules and Entry Forms available from the MASNSW Website

www.masnsw.org

Novices and New Racers Always Welcome

PROGRAM - SATURDAY 6th June 2015.

Registrations & Processing 9.30am to 11.00am

Pilots briefing 11.30am

Racing 12 noon

Racing finishes at Sundown

PROGRAM - SUNDAY 7th June 2015.

Racing starts at 9-00am finishes at end of round # 7.

Presentation of Trophies.

For further information:

Contact Joe McGuffin on 0419628727 or

Email drafting@salken.com.au



Present

THE 2015 LUSKINTYRE RC SCALE FESTIVAL

**A THRILL
FOR THE NATION!**



JUNE 19-21, LUSKINTYRE AIRFIELD
SCALE FIXED WING, SCALE AERO TOW, SCALE FLOATPLANES
3 SEPARATE FLIGHT LINES, SWAP MEET

For more information and registration visit:
www.rcscalefest.com.au

For Sale

E-flite Stearman \$320



E-flite Stearman. Span 1120mm. Length 890mm.

Approximate flying weight 1.6 kg.

E-flite Power 25 motor and E-flite 60A ESC

4 x JR MN48 servos

Spektrum AR7000 DSM2 7-channel receiver

The airframe is brand new, fully assembled and unflown. The equipment has been used in other models and is in excellent condition. Recommended battery is 3S 3200mah LiPo (not included).

The asking price is less than the usual cost of the kit without equipment.

Location: Hornsby area. Pickup only.

Contact: Chris 0447 569 163

**Deadline for submissions to
Newsletter #375 (May 2015) is
Tuesday 14th April 2015.**

*Please forward any changes of mail or email address
together with your
AUS Number directly to the Registrar.
dave.lewis@internode.on.net*