



AEROMODELLERS
NEW SOUTH WALES



Simon Lanham's (WPMAC/BAC) third scale Super Cub (sans cowl at this stage) about to touchdown after a successful maiden at BAC's Cecil Park field. A World Models kit – power is a 112cc DLA twin. Love the Tundra tyres which should do well on the WPMAC strip.

Photo: Dave Lewis (WPMAC/BAC)

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Diary Notes

Next AEROMODELLERS NSW Meeting

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

Following AEROMODELLERS NSW Meeting

Friday 14th August 2015, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.**

Newsletter #378 (Sep 2015) deadline for submissions:

Tuesday 18th August 2015. **Note: there will be no August newsletter.**

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with your AUS Number directly to the Registrar***

Aeromodellers NSW Inc

MINUTES

Business Meeting

DOOLEY'S Waterview Club

Cnr Clyde St & Silverwater Rd, Silverwater

Friday 12th June 2015

Meeting Opened: 7.55pm

Attendance: M Stone HSL, G Hoy CMAC, S Norrie NSW SAS, R Carpenter HMAS, T Nolan ROW, D Lewis Coota MAS, R Masters WPMAC, D Lacey SSME, B Thrift CVRCMAC, D Costelloe QFS, S Weir CKSMAC, J Dickson CKSMAC, S Jones SNMAC, G Hoy CMAC, G Atkinson WRCS, J Deece HMAS, A Nolan ROW, K Barnes PRCAC

Visitors: J Randall CKSMAC, M Towell NSWFFS, S Vickers HMAS, V Vickers HMAS, J Slaviero HMAS

Apologies: B Bishop CMAC

Minutes: Motion: That the minutes of the meeting held on the 8th May 2015 at DOOLEY'S Waterview Club, Silverwater as published in Newsletter 376 be accepted as a true and correct record of the meeting.

That the financial report from the May meeting that was been sent to all clubs in Bulletin number 36/2014-2015 be accepted as a true and correct record.

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

Business Arising:

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, Wingspan magazine released.
- * M 1.2 Secretary, MOP027 amended re silver wings.
- M 1.3 Secretary, Executive minutes March-April 2015.
- M 1.4 Secretary, Business Planning Workshop guidelines.
- M 1.5 Secretary, Amended MOP's 027,030,042,057 will be circulated to all members.
- M 1.6 Secretary, Letter of Confirmation of Insurance now on MAAA website.
- M 1.7 Secretary, M Close awarded OAM, General Division services to Model Aviation.

I also acknowledge the support we have from all our clubs that has shown that we are working to provide what our membership needs and wants; with the emphasis in setting up an organisation that not only provides for our current membership but also is working strategically for the future of aeromodelling in NSW.

During the last month, Tim Nolan and I attended the MAAA Annual Council Conference in Brisbane and provided input into all the agenda items presented. We are waiting the minutes from MAAA that show the detail of all discussions and decisions.

The following points are a synopsis of the Conference:

- Aeromodellers NSW submitted a motion to amend all junior fees to an absolute minimum throughout Australia. This motion was lost after much discussion. However, the MAAA fees for juniors remain the same as last year at \$30 for the year.
- The fee structure remains the same as last year.
- Included in your MAAA Insurance at no extra charge is coverage for all clubs for club assets (mowers, containers etc.) for theft and vandalism up to \$10,000.00. Clubs can expand this coverage by paying an extra premium. Details of this will be provided as soon as we have them.
- There has been a change in the underlying structure of the MAAA Executive. The Secretary's position is now a contracted position rather than elected. The position of Competition Rules Secretary has been abolished in anticipation of a change to Safety Officer after the next CASA regulation change.
- There will only be one association in each state of Australia on the MAAA Council. NSW will now have one year to amalgamate all three current associations into a single body.
- In an ongoing review of all MAAA MOPs there will be many that are updated and some have been made redundant. For the latest version of the MOPs please refer to the MAAA website.
- Life membership of MAAA was awarded to Joan McIntyre from the Control Line Association of NSW and Val Vickers from Aeromodellers NSW.

Chief Flying Instructor

Bob Carpenter

Following several requests for an Instructors course, we will run a Course in the Sydney area during September 2015. Please provide nominations through the Secretary for all those who wish to become initial instructors, those that wish to update their qualifications and those who would like to sit in the course as observers. Preliminary dates for the course are Sept 12/13.

Public Relations Officer

Aranka Nolan

With a **website** there are always things to do and so it continues with www.nsw.aeromodellers.org.au.

We have loaded all the events that we have been informed about for the rest of the year.

I understand that there are people who want to be able to download the calendar as a PDF. I am putting that into the next stage of works with the site so that you will be able to find it.

The next step is to move the website onto a provider for hosting. It will be moving to Net Registry, a reputable provider with many years of experience.

The new Aeromodellers clothing has been receiving much positive attention and a number of members have indicated they want to buy different pieces. We will be setting this up on the website so you will be able to purchase items there but in the meantime send me an email aeromodellersnsw@gmail.com.

The collection includes a broad brimmed hat, a long sleeve shirt (as seen in the image below), a fleece vest and a long sleeve polo for warmer weather. There will be a cap and a jacket for those who really want to stay warm but more on that later.



As you know there are some big decisions coming up over the next months and some developments we want to keep you informed about. To ensure we get your opinion we will be using the same survey mechanism that we used to ask clubs for their location details for the website, Survey Monkey. We will also be looking to send out email communications that means you will be getting information more quickly. For that purpose we will be using electronic direct mail through Mail Chimp.

If you are in doubt about being able to receive these communications then I ask that you contact me or Tim so that we can test things out and make sure you can receive them. These next steps are really important so we need to know we can reach you quickly.

The newsletter will continue to be sent out at the same times as before.

We will also be putting a link on the site to the MAAA insurance certificate so you can find it easily.

Secretary

Tim Nolan

We have managed to complete a few outstanding items, firstly the Water issue at Cootamundra is almost completed. I have been advised that the permit for the bore has been approved with a limit of 4 mega litres as the max draw down per annum. The formal paperwork should be received in the next few days.

The change of name, constitution and new Public Officer has now been completed with the NSW Dept of Fair Trading. The ANZ Bank, ATO and CASA changeover will be completed in the next few weeks. These could not be done until we formally complete the change with the NSW Dept of Fair Trading and are in receipt of the new Certificate of Incorporation.

Other reports:

Motion that the reports be accepted.

Moved: PRCAC **Seconded:** CKSMAC **Carried**

Awards:

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

James Medlock	SSC	82395
Malcom Robertson	CMAC	44135
Robert Muscatello	CVRCMAC	82080
Mani Hesseini	HEMFC	76628 *
Emmet Goy	Wagga	82855
Greg Higgindotton	COMSOA	76343
Simon De Lisle	PRCAC	82813
Simon Wallace	PRCAC	81716
James Bramley	PRCAC	28432
Robert Attard	PRCAC	82812

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

Rick Kucinskas	RAAFMAC	42262
Tony Patterson	Wagga	82830
Ken Anderson	SSSFA	15793
Daniel Carpenter	COMSOA	73990

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

Robert Thyer	SHMAC	76543
Jeffrey Thyer	SHMAC	1333

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

Grahame Battistuzzi	GMAC	73996
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Applications received for the approval of MAAA Multirotor – Gold Wings:

James Craven	CCMAC	64262
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* forward wings directly to pilot

Motion: that the nominations for the award of Gold Wings awards be accepted.

Moved: CVRCMAC **Seconded:** CMAC **Carried**

General Business:

The first item of General Business is:

The next Business Meeting of Aeromodellers NSW will be held in Sydney at the Board Room of DOOLEYS Waterview Club, Silverwater, commencing at 8pm on Friday 10 July 2015, all members and visitors are welcome.

Item 2.4 from Correspondence, the President advised the meeting that “NSWFFS bid for the 2016 69th Nationals for Free Flight, Control Line and Radio Control, be approved, subject to a suitable Business Case being submitted to the MAAA Executive” was passed at the conference.

The Nationals are proposed to be held at West Wyalong between 16-13 April 2016 the proposal is for a Jamboree Style Nationals with events being held in an around West Wyalong. We have been advised that the local bitumen aerodrome will be available for RC events. The Executive is asking for any persons interested in being the Radio representative on the Organising Committee to contact either the Secretary or the President.

We are also seeking comment from the various Special Interest Groups if you are interested in attending this event or would like to arrange your own event at a time and place of your choosing. The Secretary will be contacting all of the Special Interest Groups he has on file to try and seek some clarification as to what you would like to do.

Any groups that are interested in either participating or holding their own event as it fits with their event calendar please contact the Secretary ASAP so that we can provide some advice to the Organising Committee. It is expected that the first Nationals Bulletin will be issued shortly. The Secretary will contact past contacts for any interested persons to be on the Organising Committee.

Gloucester Aerodrome

Questions were asked about flying at the Gloucester Aerodrome, the Secretary advised the meeting that the Gloucester club are currently preparing an Area Application for that location and in collaboration with the Gloucester Club will any progress.

There being no further business before the meeting, the meeting was declared closed at: 9.25pm

Aeromodellers NSW 2015 Calendar

(Compiled 27/6/2015)

Unless otherwise advised Aeromodellers NSW Meetings are held the 2nd Friday of every Month.

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
22-23	TARMAC Scale Rally	Tamworth	Richard Exler	0438 314 882
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
15-19	FSAA Warbirds over NSW Scale Rally	Cootamundra	Peter Goff	0422 682 768
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

7-8	Warialda Fun Fly	Warialda	Barry Power	0488 688 377
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
14-15	COMSOA Scale Fun Fly	Metford	Jason Russ	0414505212
23-24	NSW Pattern Flyers – F3A - State Championships	Richmond	Felix N	0428 880 633

Club News & General Interest

Piano Wire Wrestling

Tom Sparkes (WRCS)

by Tom Sparkes - Alias The Burglar

I am sure you have all had unfortunate encounters with the dreaded piano wire, particularly if you are a scratch builder of larger models and have had to do some fancy bending of this dreaded material. I must admit to a certain advantage in this area being a retired musical instrument maker and musician.

Some of the piano wire in the elcheapo ARF models these days can be very doubtful in quality. Usually the better quality stuff will be a rather dull grey in color, as against the very shiny almost plated (sometimes it is !!!) stuff you can see in some ARFs. Hobby shops usually have the good stuff.

Next thing you need is a propane torch like the plumbers use, that is of course if you have not got oxy gear or something equivalent. The burner to get on the end of the torch is called a jewelers burner which will give you a very controllable flame.

Figure out where your bend has to go and mount it in your vice (a must have item) and mark where your bend has to be with a permanent marker, with the mark sticking out from the vice about half an inch. The free end should be now sticking out from mark and vice. Gently heat the wire right on the mark, while at the same time grabbing the free end and putting considerable bending pressure on it in the required direction. You have to be very careful not to get it too hot, if you go to red heat it is all over rover and you have destroyed the temper. The heat required is just approaching purple, even a straw color is too much. You will feel the wire start to give as you keep the pressure on it, juggling the heat with the pressure will give you a perfect bend. Of course a bit of practice goes a long way with all this, try a few practice bits first.

We have not finished yet of course. Let it cool down, then gently reheat it, not approaching your original heat by a few degrees, then you can dunk it in oil to restore the strength and more importantly take some of the strains out of it. **DO NOT DUNK IT IN**

WATER. The best oil to use is engineers hardening oil, but I do not think many people will have this in the workshop cupboard.

Ordinary motor oil will work also, just make sure you don't start a fire and get offside with the wife as well !!!

Believe it or not, it is quite possible to drill a hole in piano wire, for instance if you want to retain a wheel with a split pin or want to make a quick connect attachment in the support cabanes on a biplane. The big secret is a product called "tap magic", which comes in a small can like an oil can. You can get it from an engineers supply shop like Mitchells Engineers supplies in Hornsby, which is where I get mine. It is a very thin lubricant and it does work like magic if you are tapping a thread in any material like aluminium, which does tend to tear a bit. But it also works a treat if you are trying to drill holes in difficult material like piano wire.

First file a small flat where you want to drill the hole. Then centre punch it as deep as possible. Use a good quality high speed steel drill (not an elcheapo carbon one) and flood the drill and punched hole with the tap magic. Use a drill press if possible and go slowly, backing out lots as you go. Of course it is even easier with a carbide drill, but they are very expensive and brittle to boot especially in the smaller sizes.

Thats all for now, good luck with your round one of piano wire wrestling, and next month I shall delve into the secret and black art of Silver soldering.



THE BURGLAR.

Eye Sight and Those Who Have None!

I was recently asked the second most asked question that I am asked at our club's static displays.....

"How high can these things go?"
My reply was simple, "how good is your eye sight?"

The bloke snorted a bit and said "it must be better than yours because I don't have to wear glasses!"

Funnily enough, he could not make out the pigeon sitting on the post two kilometres away. Neither could I but he did not know that!

Eye sight is something that we do not ask new pilots about and we should. I have seen a couple of incidents over my time back in the hobby when new pilots make mistake after mistake after mistake. Often involving the orientation of the model. Mostly the issue is put down to lack of concentration or new pilot syndrome. What about the fact that he or she simply can not see the damn thing!

I recall a new pilot nearly removing my head with a Radian one morning when it was launched skyward only to keep coming over the top and smashing into the ground after passing directly over my head (and I had ducked) and narrowly missing two pilots who where heads down trying to tune a glow engine and had not heard my warning call. The next attempt to get airborne resulted in a similar result and the third and forth.

It came to light later that as soon as the model got more than ten metres away from the pilot he could not see it. The aircraft simply disappeared from his vision.

Once he had his cataracts fixed and he could see again, he could actually fly quite well. He could see what he was doing.

Recently a pilot put his Bixler into the deck about fifty metres away from the edge of the runway. After a while I realised that I had not seen the pilot for a while and his transmitter was buzzing away in the back of his car and there was no sign of the man. A quick check around the pits revealed that no one had seen him for a while and a check at the flight line had

him crossing the runway twenty minutes ago but not returning.

We were worried that he might have had a medical issue and was on his back out in the paddock some where so we went on a search mission. Our concern deepened when we found his model in clear view just fifty metres away and no sign of the owner. Ten minutes later we found the gentleman three hundred metres down the paddock looking for his model. He was gob smacked when we told him where his model was. He then confessed that he had absolutely no idea where the model had gone as he had lost sight of it and he thought it was way down the paddock.

He then said he would not fly until he had his eyes fixed. Cataracts.

Our lost pilot was grateful that two of us came looking for him because we were concerned about his well being more than his model. Our field falls away dramatically from the western edge of the runway and it does not take long to walk over the horizon and vanish from sight. If your field has some hidden spots, it might be prudent to always go in pairs to search for a lost machine.

If you are searching for or recovering a downed model, a second set of eyes keeping a watch on other models still in the air will not go astray. If you keel over (God forbid) you will also have help nearby as well.

However, the main thrust of this the eye sight problems that I have encountered in the last couple of years. I have a medical every twelve months and my eye sight is tested. So far so good.

I can ID the passenger jets flying overhead at fl300. Just do not ask me to find the screw I dropped on the floor. My message is, do not blunder through with your eye sight. Get it checked and get a good set of glasses if needed or get your eyes fixed.

Seeing the model is vital, seeing it clearly is gold.

Fuel Foaming

by Klotz the Kat

Fuel causes some of the most mysterious engine problems.

- Water in the fuel can make an engine overheat or not idle well.
- Foaming makes an engine suddenly quit in a non-repeatable fashion. Dirt can make an engine quit at the damndest times.
- Unreliable operation results if the plug does not match the fuel. Etc., etc.

Here are a few principles to be aware of:

- Hi nitro fuel needs a cool plug, and low nitro fuel needs a hot plug.
- Four-cycle plugs are hot plugs.
- Some engines, eg, Supertigre, require low-nitro and low oil fuel to run well. For these, use a hot plug.
- Some 2-cycle engines run best on a 4-cycle plug.
- Particle contamination can plug a needle valve, causing an engine to run lean or quit.
- Fuel filters block only very large particles.
- To test your fuel, pour some from your fuel tank into a wine glass, hold the glass up and observe it in bright sunlight. (If you do this at the field, you might have some explaining to do). Small particles will sparkle.
- If you detect dirt in the fuel, you will have to clean the carburetor

too — particles can linger a while in the carb body before they go into the spray bar.

- For stubborn cases, take your dirty carb to a jeweler for ultrasonic/high pressure cleaning.
- New fuel tanks tend to contain plastic shavings left over from milling the opening. Blow them out with compressed air or flush them well with alcohol before assembly.
- Fuel foaming causes the engine to suddenly run very lean. It tends to appear on the third maneuver of a flight. Before then, there is not enough air in the tank for foam to form.
- Always shock-mount the tank with foam rubber.
- Test for foaming with the tank only half full.
- The bigger the engine, the more susceptible it is to foaming because the vibration is greater.
- Avoid 4-cycle fuel that contains castor oil in a 4-cycle engine. It will eventually gum up the valve lifters.
- Castor oil provides some protection from lean runs but it is not worth the problems it causes, even in 2-cycle engines. It's a leftover from the past when R/C airplanes had poorly milled engines and no throttles. It is no longer needed in modern engines.

- Use synthetic oil and always tune the engine to less than peak RPM on the rich side. You can't be too rich (or too good looking).
- Some fuels are prone to foaming. Try the shake test in the hobby shop: hold a jug of brand X fuel in one hand and a jug of brand Y in the other. Shake both vigorously, and then stop. Both will foam and dissipate. Buy the fuel that dissipates foam quickest.
- Higher nitro increases power but not by very much.
- Higher nitro makes the needle valve less sensitive.
- For tightly cowled engines with poor airflow, try using higher nitro fuel at a very rich setting. This will yield the same power as lower nitro fuel, but the richer setting will increase cooling.
- Some engines are fussy about fuel and some aren't. For example, an OS 108 will run on old fuel, but a Saito 150 won't.
- In general, it doesn't pay to keep old fuel. Buy a fresh batch only when you need it and don't keep fuel for a prolonged period.
- We need a litmus test for fuel that will tell us the %oil, %nitro and %water. Any ideas?

Reprinted from: Offbeat Stories About R/C Model Airplanes And The People Who Fly Them by David P. Andersen



Luton Minor from the RCM&E plan

Is Big Better?

Is big easier to transport? Is big cheaper to build? Is big easier to assemble at the field? Does big have lower operating costs? Does big mean less maintenance? Is big more reliable? Is big safer? Is big quieter? Do big 3-D airplanes hover better? Do the biggest airplanes win Top Gun?

Consider the Spitfire. Its small tail and short, closetogether landing gear—"little duck feet," as Mike Kuller calls them—is not conducive to good stability and ground handling at any size. But when scaled up to giant-scale size, the larger wheels present less drag in the grass, more air flows over the tail because it moves faster and the control surfaces receive more prop wash. When it starts its characteristic ground loop, a big Spit moves slower, giving the pilot time to correct with the rudder. In this case, big means better handling all the way up to full size and maybe beyond.

The J-3 Cub doesn't have the Spit's problems. Big tail, big wheels, light wing loading and big control surfaces make the plane fly in a scale-like manner even in small form. Try this experiment: observe 1/3-scale Cubs and 1/4-scale Cubs which are plentiful. Observe how they fly. Do you see any difference in performance? Given equally built and flown airplanes, you won't. The principle is clear: performance improves as size increases, but only to a certain point. Beyond that point, gains in performance are insignificant. Other problems appear. Big becomes less better.

The optimum size of a model can be very small. Consider the Howard Pete. It has always been popular among free-flyers. The span of its stab is almost half its

wingspan. Its enormous tail, low aspect ratio and long fuselage are ideal for rubber power. Its optimum size is smaller than the IMAA minimum.

The giant scale movement started about the time that Dave Platt argued that the optimum minimum size of a WWII fighter was 1/5th scale. Time has shown his calculations to be correct. One need only watch Jeff Foley fly his 1/5th scale ME 109 (winner of NATS, three Top Guns, etc.) to be convinced of this. So realistic, one cannot distinguish his model from a full-size ME 109 in flight. Bigger could not be better.

Some airplanes actually lose flyability if too big. Models of classics such as the Buzzard's Bombshell, Aeromaster, Taurus and Goldberg Falcon have been scaled up but they never became popular. Why? The tail volume, dihedral and other factors were just right for the original size. That's why they were so successful.

When scaled up or down, their design parameters are no longer optimum, so they fly no better than the originals. Last year, all scale NATS classes, all Top Gun classes except team and both Scale Masters classes were won by airplanes of less than average size. In the year before, Top Gun was won by the smallest airplane in the whole event.

But there is one parameter that seems to grow with size. Big is impressive. Big draws attention. See ya at the field. Bring big sandwiches.

Reprinted from: Offbeat Stories About R/C Model Airplanes And The People Who Fly Them by David P. Andersen

CIAM Flyer



Introduction to
the Model Aircraft World

No 3-2015



Australia as a sportsman at the highest levels. Chris recently took part in the 68th MAAA Model Aircraft National Championships held in Queensland.

More than 300 kmh

F3D Pylon Racing at the event saw pilots reach speeds of more than 300 km/h and planes withstand incredible GForces.

Flying down under!

Aeromodelling is increasingly popular in Australia. The growing number of participants in the sport recently received a boost when the Model Aeronautical Association of Australia secured sporting status.

My way to the first World Championship

"I started racing in the early 90's with my first Pylon racer, a stinger 1/2 A. I was around 14 years old. By the age of 16,

Recognised as a sport

Members of The Air Sport Australia Confederation, which includes model aircraft flyers from the MAAA, have been recognised as a sport by the Australian Sports Commission.

This is great news for the Australia's elite flyers, like current State and five-time World Champion pilot Chris Callow, who represents





with my father's guidance, we had made the Australian team and were on our way to the USA for our first world championships in 1995. We came 9th that year, and the passion for my sport has only become stronger as the years pass," he said.



Chris and Kevin Callow with their pylon racing model aircraft

Very competitive Aussie pilots

Overall, the Nationals was a great success highlighting the best Aussie pilots. We know Australians are notoriously competitive so keep your eyes peeled for the competition!

CIAM Flyer No. 3-2015

Story and pictures: Emma Parnell
 Editor: Emil Ch. Giezendanner
 editor@modellflugsport.ch



Upcoming Events



To be held on the waters of the beautiful Wyangala Dam



Casual flying open to all MAAA members Monday 29th June – Friday 3rd July 2015

(Both MAAA cards and receipts for 2015/16 year fees will be checked at registration)

Large open flying space with emergency retrieval boat on-site

No entry fee for event

Powered and unpowered camping or on-site accommodation available through

Wyangala Waters Holiday and Recreation Park

Phone: (02) 6345 0877

Web:- www.inlandwaters.com.au and click on Wyangala Waters

NB: there is a \$10 entry fee to the park for day visitors

Barbeque lunch available on Saturday

Saturday Evening roast dinner in park hall followed by an evening of flying all things indoors

Hot breakfast served dam side Sunday morning

For event details contact:-

Darren Smith: mobile 0488 012 836 or email darrensmith070@gmail.com

or Andy Luckett: mobile 0412820865 or landline 0263423054



NSWPF

[Just an average group of flyers with an obsession for precision aerobatics](#)

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

Hosted by the **Manning Model Aero Club** on the **25th & 26th July 2015**

Come and join in the fun of Aerobatic competition

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

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

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

The contest held at Wingham in April was magic with great weather and good company.

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

Please pre-enter by Wednesday 22nd July, by following the link on our website www.nswpattern.org.au or email entry@nswpattern.org.au.

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



With a bit of luck Brian's Mythos S may make its debut



NSW PYLON RACING
CLUB inc



Q500, F400 F3D and the
Electric EF-1 and Funfighter (i.e. Rare Bear) PYLON RACING at
CHARLES KINGSFORD SMITH MODEL AIRCRAFT CLUB Inc
Located on Pitt Town Bottoms Rd, Pitt Town

Sunday 2nd August 2015 – 9:30am Pilot Briefing
Practice from 12 Noon Saturday 1st August 2015

PLEASE NOTE - ENTRIES BY 9:00am SUNDAY

Must have current MAAA membership
Entrants and callers must bring hard hats
No motor starts before 9am or after 5pm

FUEL SUPPLIED ON RACE DAY

PLEASE NOTE NO CATERING AVAILABLE
BRING YOUR OWN FOOD AND DRINK

Novices and New Racers Always Welcome

Contact: Peter Kerney 0407 013 230

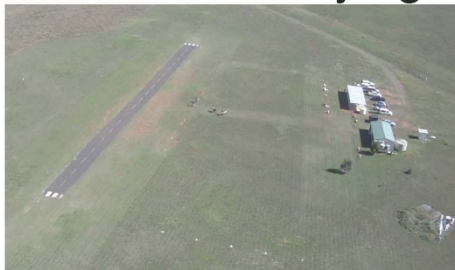
Or check out the Website

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

Further 2015 dates:
Richmond 20 September
The two Marulan dates TBA

TARMAC SCALE RALLY

At our Somerton Flying Field



22nd & 23rd August



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

\$10 for static only

Open Keyboard



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



Barbeque meals available
throughout the day

Discounted Motel rates
available on request



For directions or contact details visit our website www.tarmac.org.au

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



The poster features a central illustration of a smiling pilot in a blue flight suit and brown leather helmet with goggles, giving a thumbs-up. The background is a bright yellow sky with a blue horizon line. Text and logos are arranged in the upper right and bottom sections.

WARBIRDS OVER NSW
SCALE RALLY
MAS STATE FIELD, COOTAMUNDRA
15 – 19 OCT 2015

FULL BRIEFING NOTES HERE:
WWW.FLYINGSCALEAIRCRAFTASSOCIATION.COM

WINGS FOR VICTORY



*COMSOA SCALE FUN FLY 14th.and 15th. NOVEMBER
2015*

AT COMSOA's FLYING FIELD AT EAST MAITLAND OFF RAYMOND TERRACE ROAD.

THESE ARE THE NEW DATES FOR THE EVENT WHICH HAD TO BE POSTPONED IN MAY DUE TO THE VERY WET CONDITION OF OUR FIELD AND SURROUNDS (FIELD WAS FLOODED)

ENTRANTS WHO PUT IN A PRE ENTRY WILL HAVE THEIR ENTRIES RETAINED BY US FOR THE NOVEMBER EVENT THE FORMAT AND PROGRAM WILL BE THE SAME AND THE COMSOA WEB SITE HAS BEEN UPDATED.

PLEASE ADVISE JASON AT scalefunfly@comsoa.com IF YOU WISH TO CHANGE THE ENTRY. WE WOULD APPRECIATE IT IF YOU COULD CONFIRM YOUR PREVIOUS PRE ENTRY SAY A MONTH PRIOR TO THE EVENT.

A FULL ADVERT FOR THE EVENT WILL APPEAR IN SEPTEMBER AND IT IS ALL ON OUR WEB SITE www.comsoa.com

***For general inquiries Jason Russ, 75 Clyde Circuit. Raymond Terrace 2324
Phone 0414505212/49877790***

**Deadline for submissions to
Newsletter #378 (Sep 2015) is
Tuesday 18th August 2015.**

There will be no August Newsletter

***Please forward any changes of mail or email address
together with your***

AUS Number directly to the Registrar.

dave.lewis@internode.on.net