

# Newsletter 331

## December 2010



A line up of WPMAC members and guests from SSSFA at WPMAC's Mulgoa Field.

LtoR Lance Plaatjes (WPMAC – Comp R ARF 33% Extra 300s, 3W106), Avian Howard (WPMAC - Pilot ARF 36% Sbach 342, DA100), Beukes Bornman (SSSFA - Pilot ARF 37.5% Yak 54, DA150), Barry Denison (SSSFA - Pilot ARF 35% Yak 54, DA100) and Brian Malligan (WPMAC President - 33% Cap 32, 3W106).

*(photo courtesy of Dave Lewis – Secretary WPMAC)*

### **Note:**

When sending in change of mail or email address, please include your AUS number.

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## Diary Notes

**Next MAS Meeting:** Friday 10 December 2010 at 8:00pm.  
Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

**Following MAS Meeting:** Friday 11 February 2011 at 8:00pm.  
Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

**Note:** There is no Meeting or Newsletter in January.

### **Newsletter #332 (Feb 2011) deadline for submissions:**

Monday 17 January 2010

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CASA Liaison	Bob Davison		02 9525 8743

**Life Membership, Hall of Fame  
and  
Presentation Dinner**

*Saturday 12<sup>th</sup> February 2011*

*7.00pm*

*Workers Parramatta Function Centre*

*163 – 165 George Street*

*Parramatta*

*Joe McGuffin will be receiving his MAAA inc Life Membership*

*All Members and Visitors are welcome*

*\*\* Bookings must be made through Val Vickers*

*Contact number 02 9997 8885*

## From the Editor

Welcome to the November issue, and again, thanks to all those who have contributed. With the end of the year fast approaching, the “Upcoming Events” section in this issue is, as would be expected, a bit lean but the For Sale area has stretched to mammoth proportions. Be sure to check it out.

We continue our “Meet the Executive” Section this month with Bob Bishop, our Treasurer. Bob is a member of the Cronulla Model Aero Club and rejoined the sport around 10 years ago after a long layoff – read more on page 6.

As I mentioned last issue, the 64<sup>th</sup> Nationals will be held in the Dalby area of Queensland this year – they have a great website at <http://maaanationals.com/>. Apparently entries are quite slow and some events are in danger of being cancelled so if you intend competing, get your entries in now.

I’m just getting enough photos and other stuff to keep me going (thanks to those who’ve taken the time) but keep them coming. The more I get, the more I can pack in.

I’ve decided to add a new section aimed at providing some interesting general reading covering unusual and noteworthy aviation stories. I have kicked it off on page 25 with the “Runaway Auster”, an interesting story that occurred in the skies over Sydney in the 50s. I’ve got a few more up my sleeve but if anyone has anything of similar ilk from either full sized aviation or the modelling world that they think may be of interest to readers I’d be happy to consider publishing – subject to any copyright restrictions. Please identify the source.

As mentioned above – heaps of stuff for sale from page 34 onwards. I am looking to add personal advertising for affiliated members to the MASNSW Website so as to extend the prospective reach beyond readers of the newsletter. At this stage, I am still looking at the best way of managing this and will discuss it within the Executive before going ahead in the New Year.

The annual Life Membership, Hall of Fame and Presentation Dinner will be held on Saturday 12<sup>th</sup> February 2011 – full details on page 4; be sure to let Val know if you wish to attend.

Finally, this will be the last Newsletter before the Christmas / New Year period so I would like to wish all members the very best for the season and if you are travelling anywhere, please take care. Love to see you at the next Business Meeting on 10 December, otherwise that’s it till the February Issue.

As always, happy flying, Ed.

## Meet the Executive

### Bob Bishop – Treasurer



I studied as an Electrical Engineer and then did Mechanical Engineering but did not enjoy working in an office so got a cadetship as a Scientific Instrument Maker, there I could make and play with things.

Today I am the Rehabilitation Engineering Workshop Manager at the Prince of Wales Hospital, making things for hospital Patients, trying to make their lives a little easier.

I was introduced to rubber powered free flight in the 60's by my Father who built my first plane. Unfortunately it crashed into the clothes line and he then lost interest so it was up to me to repair it and fly it. Must admit, it didn't last much longer either, the plane.

Had a friend who was into Radio Controlled Planes who wanted stuff made, like the Galloping Ghost escapements, little valve receivers, engine mounts, engine parts etc. so I made them.

One day I went to see one of my creations flying and got hooked on Radio Control Planes. I must admit I got more enjoyment in the building than the flying.

I joined the Cronulla Model Aero Club in the early 70's I think, using a Silvertone 4 channel set flying a Hustler Mk 1 and Mk 2 until they were so heavy with epoxy they didn't fly so good.

Family and work took me away from the sport until about the year 2000, when I was surprised to find that the Cronulla Club was still in existence so I rejoined.

I thought it would be easy getting back into flying, mmmm, that was not so, I crash on an average of one plane a day while trying to learn to fly. Now, I have settled down a little and only crash one plane every second week. I think I still hold the club record of the most number of planes crashed (totalled) in a 12 month period, some say nothing has changed, some could be right too.

I would like to thank Don & Dale Bently for their time and effort in teaching me to fly and encouraging me not to give up, so many times I wanted to, I am sure I was their worst student ever.

I enjoy building and flying Radio Controlled Model Planes. Next year I hope to be able to join the Scale flying boys on their circuit.

I have meet many very nice people and greatly enjoy looking at and discussing all aspects of the sport. I am sure Radio Controlled Flying will continue to hold my enjoyment and interest well into the future.

# From the Education Officer

To all MASNSW Clubs

Please make sure all the Executives of your Club see this, it is important.

**DO YOU THINK THAT THE FUTURE OF AVIATION AND MODEL AVIATION IS IMPORTANT?**

**DO YOU WANT TO DECREASE THE AVERAGE AGE YOUR CLUB MEMBERSHIP?**

If you have answered YES to either of these questions, and think that being involved with aviation in any form is rewarding, then read on.

With the emphasis of today's youth on the broad range of computer based activities available, the main way to assure that they have the opportunity to share the pleasure is by promotion.

Your club may already have active programs, particularly with the youth in your community, whether it is through schools, youth groups or on an informal basis. If so, telling MASNSW and the MAAA what you are doing can enable your ideas to be shared with others.

The MAAA aims to have at least one Education Officer in every club. Even if there is no immediate application, having someone knowing what support is available will enable your club to respond quickly to any opportunity that arises.

The support that the MAAA can provide includes education guidance and course material, simple free kits to promote building skills in young people, the opportunity to share the ideas of others and encouragement to help groups to take part in your club activities.

To be involved an education background or a specific time commitment are not necessary, just enthusiasm and a desire to share your passion with others. Sometimes the program has immediate benefits and that is fantastic when it happens. More usually the major benefit is that it generates knowledge and interest and that gives longer term results. Either way there is great personal satisfaction in seeing the pleasure that the participants get out of being involved.

To find out more about the scheme and to explore how you can get involved, contact the MASNSW Education Representative, Mike Close, phone (02) 9872 6469, or email [mikeclose@optusnet.com.au](mailto:mikeclose@optusnet.com.au).



Luke Mitterer and his Boomarang 60 powered by a Leo 61 2 stroke. He has a bomb bay built into this one that he enjoys dropping parachutes from and surprising the guys. Luke (and his dad) are members of RAAFMAC and he is ten years old.

# Minutes

## Miniature Aero Sports NSW Inc

### Business Meeting

#### Garden Terrace Room at Workers Parramatta

#### 12th of November 2010

**Meeting Opened:** The President Mr. Bob Carpenter declared the meeting open for business at 8:00 pm (200hrs) with a warm welcome to all in attendance.

**Attendance:** Delegates from the following Clubs were present:

Werrington Park Model Aero Club, (WPMAC), Hawkesbury Model Air Sports (HMAS), Heathcote Soaring League, (HSL). Camden Valley Radio Control Miniature Aero Sports Club, (CVRCMASC), Sydney Society of Model Engineers, (SSME), Rise Off Water, (ROW), Cronulla Model Aircraft Club, (CMAC), Warringah Radio Controlled Society (WRCS), Sydney Radio Controlled Society, (SRCS), Parramatta Radio Control Aircraft Club (PRCAC),

Observers and Visitors present:

Ben Baldwin (HMAS), Steve Vickers & Val Vickers (HMAS), Darren Wilson, (PRCAC), Kieran Vella, (PRCAC),

**Apologies:** The following apologies were received:

Mile Robinson (MMASFC), Steve Norrie (ASAC),

**Minutes:** Motion that the minutes of the meetings held on the 8<sup>th</sup> October 2010 as distributed in the Newsletter 330 and also Emailed be accepted as a true and accurate record of that meeting.

**Moved:** ROW      **Seconded:** CVRCMASC      **Carried:** Unanimously

#### **Business Arising from the Minutes.**

The correct name for the Venue as required by the proprietors is ***“Workers Parramatta”***

#### **Correspondence:**

**NB.** Items of correspondence with one \* are for information, items with two \*\* require a decision.

#### **Correspondence In:**

##### **From MAAA**

M 1.1	MAAA	Contact Phone Numbers for Council Tele-Conference.	
M 1.2	MAAA	Manual of Procedures (MOP) Update-Hard Copy.	
M 1.3	MAAA	Conference Details sent to all Parties.	
M 1.4	MAAA	Heavy Model & Gas Turbine Inspectors will be processed at the next Business Meeting held the 7 <sup>th</sup> November 2010.	
**	M 1.5	MAAA	Postal Vote 01-2001 with attachments Report to MAAA on the proposal to purchase land.



M 1.6	ACTAA	Postal Vote 01-2001.
M 1.7	AWA	Postal Vote 01-2001.
M 1.8	ACTAA	Postal Vote 01-2001.
M 1.9	AWA	Postal Vote 01-2001.

#### **From other than MAAA:**

	C 2.1	Bob Carpenter	Tele-Conference.
	C 2.2	Bob Carpenter	Instructors Course.
	C 2.3	Rod Richardson	SSSFA Office Bearers.
	C 2.4	Robert Watson	Change of location of the Macquarie Model Soaring Club.
	C 2.5	Rob Masters	Copy of add for RCMN Magazine if it goes ahead.
	C 2.6	Val Vickers	Copy of letter to send to Board of Directors of the Blacktown Workers Club Life Membership Dinner.
	C 2.7	Stewart Brackley	Request for 12, 3YR Permit to Fly Forms.
	C 2.8	G Henderson Smith	Honorary Member - visitor from USA to fly at their field.
	C 2.9	Kevin Barnes	Secretary of Parramatta Radio Club Flying Display paper work.
	C 2.10	Kevin Barnes	Secretary of Parramatta Radio Club request for 10 Trainee Pilot Log Books & 6 x Flight Instructors Manuals.
**	C 2.11	Tim Owen	Request for 1 x 3YR Permit to Fly Form.
	C 2.12	Mark Davies	2 x Heavy Model Permit to Fly Forms and an application for an Aircraft Inspector FW 25 Form.
	C 2.13	Robert Carpenter	William Bollard, Pilot Training.
	C 2.14	Neal Collins	4 x 3YR Permit to Fly Forms.
	C 2.15	Mike Walters	Missing Gold Wings.
	C 2.16	Dave Lewis	MASNSW Point Score Competition 2010.
	C 2.17	<b><u>Received completed Large Model Permits to fly forms from the following:</u></b>	
		Ken Burke, Mark Davies, Rick Butnaro, Mark Davies, Gary Charlton, Derek Nott, Dr. James Ellingford, John Rolfe, Dave Burns, Lawrence Lo.	
	C 2.18	<b><u>Received cancelled Large Model Permits to fly forms from the following:</u></b>	
		None.	
	C 2.19	<b><u>Received completed Turbine Powered Model Permits to fly forms from the following:</u></b>	
		Dr. James Ellingford, Rick Butnaro.	
	C 2.20	<b><u>Received cancelled Turbine Powered Model Permits to fly forms from the following:</u></b>	
		None.	

#### **Newsletters Received:**

N 1.1	Bega District	September	2010
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#### **Correspondence Out:**

#### **To MAAA:**

M 3.1	MAAA	Three Applications for Heavy Model Inspectors and one will have a Gas Turbine added to it. The Applicants are Peter Papantoniou FW 25, RW 25 Aus No 46039, Brett Solanov FW 25 Aus No 303991, Zak Kiteras, FW 25 Aus No 37981.
M 3.2	MAAA	Contact Details for Financial Tele-Conference.
M 3.3	MAAA	Documents for Tele-Conference gone astray for Bob Carpenter.
M 3.4	MAAA	Thanking Kevin for his reply so I could forward onto Bob Carpenter.

### To other than MAAA:

C 4.1	Dave Lewis	SSSFA Office Bearers.
C 4.2	Robert Watson	Change Location of Club sent onto Dave Lewis Registrar for MASNSW Inc.
C 4.3	Dave Lewis	Flying Field Location change.
C 4.4	Rob Masters	Newsletter.
C 4.5	Bob Carpenter	Agenda layout for MAAA Tele-Conference.
C 4.6	Val Vickers	Life Member Dinner.
C 4.7	Andrew McLellan	4 x 3YR Permit to Fly Forms.
C 4.8	Stewart Brackley	12 x 3YR Permit to Fly Forms.
C 4.9	G Henderson Smith	MOP042 - Policy Visitor Insurance.
C 4.10	Timothy Owen	1 x 3YR Permit to Fly Form.
C 4.11	Kevin Barnes	Copied in Bob Davison along with the MOP forms for Flying Displays.
C 4.12	Kevin Barnes	10 x Trainee Pilot Log Books.
C 4.13	Kevin Barnes	Flight Instructor Manuals.
C 4.14	Neal Collins	4 x 3YR Permit to Fly Forms.
C 4.15	Bob Carpenter	Postal Vote.
C 4.16	Mike Walters	Missing Gold Wings.

### Business Arising from Correspondence:

**M 1.5:** Approval sought by MAAA for land purchase for MASA State Flying Field. After brief discussion it was moved to give MASNSW approval.

**Moved:** ROW      **Seconded:** Camden Valley      **Carried:** Unanimously

**C 2.12:** Application received to be FW25 Heavy Model Inspector – This was passed to the Vice President (Tim Nolan) as part of the Trial Inspection process.

**Late Correspondence:** Aranka Nolan who attended the recent Instructors course as a guest lecturer. This was read to the meeting and is reproduced here.

“Mr. Mike Robinson,  
MAS Secretary  
Via email

Dear Mr. Robinson,

Firstly I would like to say how I appreciated the opportunity of being involved in last weekend’s course for instructors. I was happy to impart a perspective of the total novice, full of hope and ambition but lacking in all manner of fundamentals as well as my 20+ years of communications experience.

I was also heartened to be able to support the view of Maureen Welsh in her insights on teaching the younger generation. I found her explanations of Generation Nintendo and their need for speedy stimulus, multi-tasking behaviour, parallel processing, random thinking, thirst for graphics, active learning, need for immediate feedback, and ease with technology, totally correct. I think the instructors could see the clarity of Maureen’s explanations against the young people they associate with.

I helped the Instructors to understand their own preference for learning – visual (see how it works), auditory (hear how it works) or kinaesthetic (hands on discovery) -presented a finding where most instructors were either visual or kinaesthetic. This seemed to be something new for them to consider in how they teach.

Clearly the value to the instructors' course is apparent. It showed how critical it is for these men to gather with the single focus of being better instructors through communications and an understanding of their 'students'. Also, developing the critical support network sharing techniques and developments including the latest internet resources including centre of gravity calculations, the Manual of Procedures, forums and communications, all valuable.

Mr. Carpenter ran a highly informative program with plenty of discussion time, role playing on the field and the opportunity to advance the understanding of all those in attendance.

It struck me that this course should be offered to new and existing instructors, as the benefits to all clubs around the country would translate quickly to better flying experiences and greater numbers of new pilots. Also, we all benefit from 'refresher' courses and with such a changing world in safety, insurance, local government and other authorities, there is much more need to stay informed and aware of best practice and learning.

Yours sincerely

Aranka Nolan"

Motion that the inward correspondence is accepted and the outward correspondence be adopted  
**Moved,** SRCS      **Seconded:** Parramatta RC      **Carried:**      Unanimously

#### **Reports:**

#### **Treasurers Report for October 2010 Presented by the Treasurer Bob Bishop.**

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

Short discussion regarding income from agistment at Cootamundra field. The Treasurer believed that last year the agistment offset the cost of mowing.

The meeting was asked for approval that the accounts be paid.

**Moved:** Warringah **Seconded:** SRCS      **Carried:**      Unanimously

##### **President: Bob Carpenter**

"I would like to take this opportunity to officially notify the membership that our CASA representative Bob Davison is in the process of handing over his CASA Liaison role to Daniel Devries. This will take effect on the 1<sup>st</sup> January 2011.

Daniel's Email details will be printed in the newsletter. ([casalialison@masnsw.org](mailto:casalialison@masnsw.org)).

I would like to take this opportunity to thank Bob for his untiring assistance in all our communications with CASA over many years. It is this dedication that allows us to work well with the agencies that we are required to use for all our airspace clearances.

Thanks Bob and welcome Daniel."

**Vice President: - Tim Nolan**      Nothing to Report.

**Assistant Secretary: - Dave Lewis**      Nothing to Report.

**Registrar: - Dave Lewis:**

	Current Year	New to System	Last Year
Seniors	1568	156	1572
Pensioners	470	20	423
Juniors	99	25	102
No of Clubs	95		91
Total Membership	2152		2079

**Newsletter Editor: - Rob Masters:**

**Newsletter**

Nothing of substance to report this month. I have five issues under my belt now and am working on the sixth so I'm well into a routine. Thanks to all who have taken the time to contact me with encouragement.

**Website**

Will add a "For Sale / Wanted" page in the near future, providing another venue for members to advertise anything they no longer want or to post wanted requests for those hard to get items – stay tuned

Rob had been approached about placing a Commercial advertisement in the newsletter and sought guidance from the meeting.

During the discussion a number of points were raised:

- Sometime ago we accepted commercial advertisement to offset the cost of the newsletter,
- The cost of producing the newsletter has risen and is not an insignificant amount,
- We do not wish to appear biased in favour of one advertisers,
- Newsletter needs to stay independent,
- No problem with advertising a Club event that has sponsors advertisement in it.
- Decision deferred to General business

**C.A.S.A Liaison Officer: - Bob Davison:** Nothing Received.

**Chief Flying Instructor: - Bob Carpenter:**

"The Instructors course and workshop was held on the 6-7<sup>th</sup> November.

We had a very good turn up for this course with 9 clubs represented. This included 9 student instructors, (7 fixed wing and 2 Rotary wing); 4 Qualified instructors for Refreshing; 2 Club Observers, 1 Guest Lecturer, (Mrs Aranka Nolan) and the MAAA CFI. I would like to thank George Atkinson for his assistance in both presenting the course and conducting the flying phases for the Helicopter students.

During the course we emphasised "How to teach" with emphasis on the differences between adults, seniors and juniors. I would like to thank Mrs Maureen Welsh for her the use of her presentation on teaching junior students and Mrs Aranka Nolan for her session on different learning styles. Both these presentations were very well received by all present as these topics are rarely discussed in the Instruction of Radio Control Flying.

The weather for the weekend cooperated and we were able to conduct all sessions as planned.

Thanks to the HMAS club for the use of their flying field on both the Saturday and Sunday afternoons.

We are in the planning stages for the next course during January this is to be held in Gosford."

**Public Relations Officer: - Steve Norrie:**

Nothing received.

### **State Flying Field Secretary: -Steve Norrie**

Read to the Meeting by Bob Bishop

"On the weekend of 23<sup>rd</sup> October I went to Cootamundra, the purpose of the trip was to determine what needed fixing etc.

My first task was to fix the toilet cisterns as they had become clogged, the ladies was not working at all. After a few choice words and several hours all are working again.

I would like to obtain quotations for the following

- A proper stand to be supplied and installed for the rainwater tank.
- Earth works to level (with runoff) the operational area. I.e. get rid of the low spots that hold water.

Cheers  
Steve"

Also attached is the report for the F5B Australia / Japan event."

Read to the meeting by Dave Lewis

### **Australia-Japan F5B Challenge:** - David Hines

On the weekend of the 23-24<sup>th</sup> Oct Australia hosted another round of the F5B challenge at the NSW State field at Cootamundra. The Japanese requested we use the Cootamundra field because the facilities there are excellent (our 3 female helpers also appreciated the flushing toilets). This is the 3<sup>rd</sup> year of the challenge and was the 6<sup>th</sup> occasion it has been held. The Challenge Trophy is a team event with up to 3 pilot scores from the visiting country combined against the same no. of local pilot's scores.

5 Japanese pilots arrived for the event this time, so the word has spread about the good time they can have in OZ. One of the traditions of the event is to expose the visiting country to the various cultural aspects of the host country. Previously in Japan we have done the bathhouse thing with 30 competitors and a cherry blossom party in the evening, last January the Japanese experienced Sydney harbour on New Year's Eve.

This time we introduced the Japanese to the Aussie meat pie at Goulbourn for lunch on Friday and to a great dinner at the White Ibis at Coota on Friday evening. Sat was dinner at the Central Hotel Coota where we were also joined by Steve Norrie and his wife. Lunches at the field were gourmet sandwiches prepared by our 3 helpers.

We were very lucky with the weather for the contest. The weather for the Friday practice was very nice and the ground not too wet (even if the grass was extremely long). However it rained overnight and on Sat it was quite overcast and threatened to rain all day. There were a few rain delays but we still managed 3 of the 4 rounds we planned. Sunday was much nicer and we finished 3 rounds with a few Re-Flys from round 3.

The competition was very close because of the difficult conditions with a few pilots not making the full duration in rd2(In F5B now there is a total amount of energy available and when it's used the motor will no longer start). The big benefit this challenge has had on the Australian is to lift our performance significantly. The advice and help provide by the Japanese each time is extremely important to our development in this class. In the early days they were so far in front that they had to have lots of bad luck to lose. We have improved from doing 39-40 laps in the distance task to a range of 42-44laps with the Japanese still doing 42- 45 lap scores.

### **THE RESULTS**

Place	Country	Name	Score
1	JPN	Tatsuo Sugano	4957
2	AUS	Bill Hamilton	4941
3	JPN	Kenichi Ueyama	4941
4	AUS	David Hines	4870
5	AUS	David Leitch	4861
6	JPN	Shuichiro Goto	4739

7	AUS	Raymond Pike	4676
8	JPN	Kazou Ohata	4634
9	AUS	Michael Beatty	4531
10	JPN	Tsutomu Ushidate	4357
11	AUS	Keith Flatt	4042
12	AUS	Steve Mutch	3420
13	AUS	Richard Solomon	3416

The Team Challenge was won by Australia for only the 2<sup>nd</sup> time 14672pts to Japan 14637pts, i.e. by just 35 points.

Once again a great weekend enjoyed by all and thanks to MAS NSW for providing such a great field. Whilst it is not as big as the AMA field in Muncie it at least has a canteen, flushing toilets and undercover areas. It is also much closer to the motels than Muncie.

#### **Education Officer: - Mike Close:**

##### Education Report November 2010

Mike Close

MASNSW Education

I have received a good report on the ongoing Australian Air Force Cadets Camps that are held in the Illawarra and also activity within the schools in the area. This must be one of the most active areas for MAAA Education across all the States. It is thanks to Barry Payne and all his helpers.

It was disappointing that, despite our excellent relationship with the Power House Museum over about 10 years on the 'How do airplanes fly' program, they held a major event on aviation without contacting anyone associated with Education in either the MAAA or MASNSW. This is the first such event held since we first became involved, when we have not had the opportunity to directly promote either model aviation or our education initiatives. Obviously it is an opportunity lost and I will try to make sure that it does not happen again. With changing personalities within the Power House we cannot guarantee this and it is up to everyone if they hear of any such plans to advise MASNSW. We can respond relatively quickly to any opportunity to target large numbers of the public who have a specific aviation interest.

From other reports I do know that some clubs are actively promoting education. That is of course excellent and if we knew about all they are doing maybe we can assist in some way or consider a wider application of their ideas.

Over the last couple of years I have put regular pleas in my reports for clubs to respond, asked for the request to be spread by word of mouth and in February 2009 placed an advert in the MASNSW Newsletter. The response to all this has been underwhelming.

I suspect that those who do read the Newsletter tend to look at the parts that interest them and I think only a very few read most of it. Those who do read about education are likely to expect someone else in their club to react.

Unless there are any better suggestions I would like to ask the meeting to support sending a target one page letter to each club on behalf of MASNSW Education describing the program, that ideally every club should have an education officer, identifying the benefits, and requesting a positive response. I believe that getting interest in aviation from young people in today's electronic age is even more important to maintain the strong Australian aviation tradition in both full size and models.

**Other Reports:** None

**Motion to accept reports**

**Moved:** Warringah **Seconded:** Parramatta **Carried:** Unanimously

**Awards:**

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

John Roche	Lismore Model Flying Club	71412
Bryan Butcher	Lismore Model Flying Club	69419
Patrick Darbin	Forster/Tuncurry MAC	73634
Timothy Rodd	Gosford City NSW	67292
Anthony Bell	Cronulla Model Aero Club	71426
Nicholas Austin	Bega District Model Club	73657

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

Neville Batchelor	Shoalhaven Model Flying Club	30593
David Oxby	Lake Macquarie Miniature AC	63164
Tony Vella	Warringah Radio Control Society	21658

**Applications received and approved for MAAA Fixed Wing Power Instructors**

No Applications Received.

**Applications received for 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 and approved for MAAA Helicopter Instructor**

No Applications Received.

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

No Applications Received.

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

No Applications Received.

**Applications received for and approved for MAAA Glider Instructor**

No Applications Received.

**MAAA Inspector Approvals**

**Heavy Model FW Inspector Approvals:**

No Applications Received.

**Heavy Model RW 25 Inspector Approvals**

No Applications Received.

**Giant Model FW 50 Inspector Approvals:**

No Applications Received.

**Giant Model RW 50 Inspector Approvals:**

No Applications Received.

**Gas Turbine Inspector Approvals:**

No Applications Received.

**MASNSW POINT SCORE COMPETITION AWARDS 2010:**

The following Clubs/Organisations have qualified for the \$ 50.00 Reward for submitting Point Score events results within four weeks of the event being run.

Submitted by Dave Lewis:

Lithgow	Old Timers	Lithgow	October 2010
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**Motion to accept these awards**

<b>Moved:</b>	ROW	<b>Seconded:</b>	SRCS	<b>Carried:</b>	Unanimously
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**General Business:****First item of Business**

The next Business Meeting of MASNSW will be held in the Garden Terrace Room at Workers Parramatta, Friday the 10th of December 2010. The meeting to commence at 8.00pm, (2000hrs) All Visitors and Observers are most welcome.

**Commercial Advertising (Carried over from Reports)**

After further discussion, the following motion was formed:

1. The MASNSW Newsletter and Website shall continue to provide advertising for its Member Clubs' events and individuals' "For Sale" notices at no charge.
2. The advertising of Club Events in the MASNSW Newsletter and on the Website may contain commercial advertisements by sponsors of the event.
3. Other than the above, the MASNSW Newsletter or Website shall not contain commercial advertising.

<b>Moved:</b>	ROW	<b>Seconded:</b>	Parramatta	<b>Carried:</b>	Unanimously
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**Nationals 2013**

The Vice President (Tim Nolan) started discussion on the Nationals to be held in 2013 – hosted by NSW in conjunction with Free Flight and Control Line. Proposal has to be formalised and presented for approval at the May 2011 MAAA Council Conference. Tim believes that the yearly Nationals may be a thing of the past – instead it may need to be every second year. Tim sought guidance and direction from the meeting – suggestion that perhaps the Special Interest Groups (SIGs) might agree to use their larger yearly event as a National Event.

Val Vickers – informed the meeting about her experiences of Nationals – liked the idea of SIGs running the event.



MAAA President (Mike Close) believed that events being run by SIG and as single events during a Year would be acceptable – however the decision to run every second year would have to be passed at a MAAA Council Conference

MASNSW President (Bob Carpenter) thought it was becoming increasingly difficult to get enough people to attend an “all in event”.

HSL (Max Stone) felt that the Annual Jerilderee Gliding event would be able to be held as a Nationals Event.

Discussion on International Team Selection Trials being held at Nationals would work if it fitted in to the timing.

General consensus from those present was that the SIGs might be interested and that we should canvas them.

The meeting gave its approval for the President to approach the SIG's to see if they would be prepared to Host a Nationals Event.

### **Australia Day 2011**

Parramatta informed the meeting of their planning to do a big display at Parramatta Park for Australia Day 2011 and asked for assistance from MASNSW. They have a PA system but need a commentator and a Static Display Team.

The President offered the support of MASNSW and asked Parramatta to provide a Plan for the next meeting

The next Business Meeting of MASNSW will be held in the Garden Terrace Room at Workers Parramatta, Friday the 10th of December 2010. The meeting to commence at 8.00pm, (2000hrs). All Visitors and Observers are most welcome.

### **Meeting Closed**

There being no further business before the meeting, the meeting was closed by the President at 9:50pm (2150 hrs).



Australia-Japan F5B Challenge at the MASNSW Inc State Field at Cootamundra  
*(photo courtesy of David Hines)*

# MASNSW 2010 / 2011 Events Calendar

(Compiled 18/11/2010)

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

## November 2010

	20-21	Sportsman Pylon Racing (Q500 & F400 / F3D)	Marulan	Jeremy Randle	0418 390 446
	27-28	Seaplanes Lake Wallace	Wallerawang	Dave Brown	02 6355 7298
*	28	Pattern (Aerobatics)	Pitt Town	Tom Collinge	0400 403 151

## December 2010

*	4-5	NSWSAS/FSAA Scale Round 5	Orange	John Rolfe	02 9734 6288
	10	MASNSW General Meeting – Workers Parramatta	Parramatta	Bob Carpenter	02 4577 6612
	25	Christmas Day			
	26	Boxing Day			
	29/12 to 7/1	64th Nationals Queensland	Dalby QLD	See Websites	

## January 2011

**Note: No Newsletter or General Meeting**

	1	New Years Day			
	23-25	Armidale Sailplane Expo	Armidale	Hutton Oddy	02 6775 3940
	26	Australia Day			

## February 2011

	11	MASNSW General Meeting – Workers Parramatta	Parramatta	Bob Carpenter	02 4577 6612
	12	Hall of Fame/Life Members Dinner & Awards Night	Parramatta	Val Vickers	0419 626 834
	27	Pattern (Aerobatics)	Belrose	Tom Collinge	0400 403 151

## March 2011

	11	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
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## April 2011

	8-10	Bowlyie Scale Rally	Bowlyie	John Kinnane	0400 809 400
	8	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
	9-10	Pattern (Aerobatics)	Illawarra	Tom Collinge	0400 403 151

## May 2011

	13	MASNSW Annual General Meeting	TBA	Bob Carpenter	02 4577 6612
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**June 2011**

10	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
21-22	Pattern (Aerobatics)	Coonabarabran	Tom Collinge	0400 403 151

**July 2011**

8	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
23-24	Pattern (Aerobatics)	Wingham	Tom Collinge	0400 403 151

**August 2011**

12	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
28	Pattern (Aerobatics)	Illawarra	Tom Collinge	0400 403 151

**September 2011**

9	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
24-25	Pattern (Aerobatics)	Gunnedah	Tom Collinge	0400 403 151

**October 2011**

14	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
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**November 2011**

11	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
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Col Buckley (WRCS) with his Fieseler Storch

*(photo courtesy of Col Buckley – WRCS)*

MODEL AERONAUTICAL  
ASSOCIATION OF AUSTRALIA INC.

# Newsletter

**NO. 04/2010**

**President:** Mike Close, PO Box 146, West Pennant Hills NSW 2125  
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**Vice President:** Paul Winter 25 Jasmine Drive Mill Park VIC 3082  
Telephone: 03 9436 0717

**Secretary:** Kevin Dodd, 16 Illidge Rd Victoria Point QLD 4165  
Telephone: 07 3207 9067 Fax: 07 3207 8175

**Treasurer:** Garry Anderson, PO Box 471 Devonport TAS 7310

**Comp. Rules Secretary:** Ross Cant, PO Box 670 Mount Lawley WA 6929  
Telephone: 08 9227 9131

**MAAA Internet:** [www.maaa.asn.au](http://www.maaa.asn.au)

## Manual of Procedures

The Manual of Procedures is a "live" document and is continually being updated. Please check the MAAA web site from time to time to ensure that you are aware of the latest editions of the documents. The MAAA has recently released the following amended documents in the Manual of Procedures:

**MOP011 & MOP24** – Amended as a consequence of the 2010 Council decision to provide financial assistance to MAAA International Judges.

**MOP027 Guideline for the Award of MAAA Wings** - Addition of Helicopter Gold Wings description of manoeuvres.

**MOP058 2.4GHz Equipment** – Inclusion of *Jeti Duplex 2.4GHz.4 GHz* system in Appendix A.

**MAAA021** – Helicopter Gold Wings form noting new manoeuvre descriptions.

## The MAAA

In Australia, model aviation is covered by the rules of Civil Aviation Safety Authority. Their priority is the interface of models to the general public and to full size aviation. They delegate the specific regulation of models to the MAAA. The MAAA is an important member of the Australian Sports Aviation Confederation (ASAC). As the Australian peak body, ASAC represents all Air Sports to the Federal Government and other national agencies, as well as the link to the Federation Aeronautique Internationale (FAI). Other members of ASAC include the national bodies for Parachuting, Gliding, Hang Gliding, Ballooning and Aerobatics.

The MAAA has over 10,000 members across the country. The MAAA fee is \$60 for which the members get \$20,000,000 public liability insurance with an excess of \$250 after subsidy by the MAAA, personal accident insurance and insurance cover for Instructors, Inspectors and Officers. Being a member of MAAA includes individual membership of the FAI, with the opportunity to participate in World and National Championships. On behalf of its members, the MAAA lobbies Federal Government and CASA, supports the

maintenance of airspace and radio frequencies, provides a comprehensive Manual of Procedures, instruction methods and a proficiency scheme. Funds are allocated by the MAAA to support loans to clubs and the purchase of State Flying Fields, and to support World Championship teams. The MAAA is committed to the safety of its members through its Manual of Procedures and accident investigation protocols. Support to clubs and members at State level is provided by the MAAA State Associations

### **Frequently Asked Questions**

A recent addition to the MAAA website at [www.maaa.asn.au](http://www.maaa.asn.au) is a Frequently Asked Questions page. The page is broken up into two sections at this stage, one for general questions and the second relating to questions and answers regarding 2.4GHz equipment. The intention of this page is to provide members and prospective members with easy access to typical, everyday information, which may or may not be contained within the MOPs.

### **MAAA Life Members**

Sadly September saw the death of two respected MAAA Life Members.

Jack Dunkerton: awarded MAAA Life Membership for 'Services to MAAA in its formative years.

Ron DeChastel: awarded MAAA Life Membership for 'Pioneering Model Aviation in Australia'.

Expressions of condolence from the MAAA were passed to both families along with floral tributes, with many modelling friends also attending the funeral services.

### **Outcomes from Reported Incidents**

As reported in previous MAAA Newsletters, there continue to be insurance claims for the repair of vehicles damaged by model aircraft. In most cases, damage could probably have been avoided with some extra thought given when parking vehicles at model fields. Due to the large payouts being made by MAAA to repair vehicles, a review of the MOPs dealing with minimum distances vehicles should be parked from flight operations is currently underway.

Members are reminded of dangers involved with retrieving models which have come down outside the immediate flying area. The risks involved may not be apparent at the time however they can lead to dangerous situations. In one reported incident a member became stuck in deep mud in a mangrove tidal flat on an incoming tide. While the outcome and rescue was successful, it left the member in an extremely stressed and weakened condition.

With the approach of summer, apart from the dangers of additional reptile and insect activity, movement, members are reminded of the problem of dehydration. This can prevail if no thought is given to the supply of sufficient fluids while attending flying fields and with the additional exertion of retrieving models.

### **64th MAAA Nationals Dalby Queensland**

Bulletin number three has been posted on the MAAA website with updates, as well as the official Registration Form and Program of Events. Closing date for event registrations is 12 November 2010. These Nationals will host Team Trials for several upcoming World Championship events so the flying promises to be exciting for competitors and spectators alike. ([www.maaa.asn.au](http://www.maaa.asn.au)).

### **2010 F3A Asia-Oceanic**

Congratulation to the F3A (Aerobatic) team who placed third while participating recently in Bacolod-City Philippines.

### **F3C (Helicopter) 2011 World Championship Team Trials**

The Helicopter Subcommittee will be holding team selection trials as part of the 64th MAAA Nationals. These trials are for places in the team for the 2011 World Championships to be held in Italy between 18 – 28 August 2011. Further details are available in the Nationals Bulletin number# 3 and registration form. ([www.maaa.asn.au](http://www.maaa.asn.au))

### **F3D (Pylon) 2011 World Championship Final Team Trial**

The 2011 F3D Pylon World Championships are being run in Australia from the 12 to 14 August. AMPRA will be hosting the final team trial for the 2011 F3D Pylon event at the 64th Nationals in Queensland from Thursday 30 December 2010 to Saturday 1 January 2011.

In addition to the competitors, the Organising Committee for the 2011 F3D World Championships would like to hear from as many members or interested people who wish to be part of this event in the capacity of a helper. A World Class event such as this requires an enormous amount of outside assistance. Anyone able to help should contact the Secretary of the 2011 F3D Organising Committee at [secretary@F3DWC2011.com](mailto:secretary@F3DWC2011.com).

### **F3K (Hand Launch Glider) 2011 World Championship Team Trial**

This is a new event on the World Championship calendar, to be held in Sweden from the 4 -10 July 2011.

### **Proposed Team Trial**

Contest Event - Australian F3K Hand Launch Glider Championship 2010

Diggers Rest Victoria, Davis Road ( Melways 351 F1)

Saturday 27th & Sunday 28th November 2010

**Contest Organisers :** Brett Anthony 0412 518 554 [brett@f3k.com.au](mailto:brett@f3k.com.au)

Theo Arvanitakis 0414 626 464 [theo@rcga.org.au](mailto:theo@rcga.org.au)

Contest Director - Gerry Carter

### **F3A (Aerobatic) 2011 World Championship Team Trial**

Team Trial will be run in accordance with the current F3A rules at the Australian Masters at the Valley Radio Flyers field Shepparton Vic on the weekend of Saturday, Sunday and Monday 12-14 of March 2011. F3A World Championships are to be held in the USA – Muncie 23 – 31 July 2011.

### **2012 F2 Control Line World Championships Team Trials**

Multi team trials for F2A, C and D will be held in five States from March 2011 to October 2011. A single team trial for F2B will also be held at a time and venue TBA but within the MOP time frames.

### **Proposed Events for Team Trials.**

South Australia State Championships, F2A, F2C, F2D. Adelaide Cup weekend.

12 -14 March 2011 Monarto/Callington. (Dates and venue TBC).

Western Australia State Championships. F2C on 27, 28 and 29 May, 2011  
No F2A event scheduled. F2D -Sunday, 22 May, 2010 Whiteman Park.

Victoria State Championships. F2C at Frankston. (22nd April 2011). F2A, F2C and F2D at Frankston (23 April 2011).

Queensland State Championships. Application has been submitted to the MAAQ with regard to holding the State Championships but has not, as yet, been formally approved by the MAAA or MAAQ Executive.

New South Wales State Championships F2D. June long weekend. Whalan Reserve (TBA). F2A and F2C. October long weekend. Twin Cities, Albury.

### **World / Continental Championships and Trans Tasman Events Calendar**

<b>2011</b>	
<b>EVENT</b>	<b>Awarded to</b>
F1 A,B & C	Argentina <b>Dates:</b> 2 – 9 May
F3A	USA – Muncie <b>Dates:</b> 23-31 June
F3B	China – <b>Dates:</b> 23 29 September
F3C	Italy <b>Dates:</b> 18 – 28 August
F3D	Australia <b>Dates:</b> 12-14 August
F3K	Sweden <b>Dates:</b> 4-10 July

<b>2012</b>	
<b>EVENT</b>	<b>Awarded to</b>
F2A, F2B, F2C, F2D	Bulgaria <b>Dates:</b> August/September
F3J	South Africa <b>Dates:</b> 5-12 August
F4C	Spain
F5B, F5D	Romania
Space Models	Slovakia
F3A Asia – Oceanic	China - Tent
F3C Asia – Oceanic	China - tent
F1 Trans Tasman	Easter

**SPINNING PROPELLERS ARE DANGEROUS**



# The Runaway Auster



I thought I'd start this column off with a true story borrowed from "The Flight of the Pelican – a History of the Schofields Aerodrome and HMAS NIRIMBA at Quakers Hill, NSW". I must confess to more than a passing interest as I spent 2½ years at HMAS NIRIMBA, firstly as a Naval Apprentice and returned there a number of times as an Instructor. Humorous versions of this story abound on the web (try googling "runaway auster"). My colleague at WPMAC Dave Middleton recently published one of the humorous versions in our club newsletter. The story rang a bell and it soon had me digging through my library – I knew I'd heard it before. The true story follows.....

"We can now laugh at the incident which became known as the "Runaway Auster Saga", but it was not amusing to hundreds of thousands of Sydney residents one terrifying day in 1955 – the 30<sup>th</sup> August. Early that morning, Mr Anthony Thrower, 30, had rented an aircraft from the Kingsford Smith Flying School that was exactly the same model as NIRIMBA's Staff Aircraft (an Auster 'Autocar'). This particular aircraft did not have a self starter and required propeller hand swinging to start. On this occasion, for some inexplicable reason the brakes did not hold. The throttle was well set, the controls 'trimmed' and the aircraft

Commander John Groves (right) and the NIRIMBA Auster pointed exactly into a gentle South-East breeze. So, when the engine roared into life Mr Thrower was horrified to find that he had to leap clear as his aircraft began taxiing forward, picked up speed smartly and gently took off.

The Auster missed the Bankstown Control Tower by a whisker, began lazily circling the airfield, slowly gaining height, its circular motion aided by the South-East breeze giving it a gradual drift towards the main Sydney District. Enter now Commander John Groves RN, who was flying NIRIMBA's Auster, returning to NIRIMBA with three other passengers from staff duties elsewhere. Mascot Tower alerted him to the drama and asked if he could get close enough to see how the situation looked since it was rumoured that a schoolboy was at the controls. John Groves was able to get close enough to get a clear view of the cockpit and confirm that it was in fact empty. He offered to stay airborne nearby for the present and this offer was accepted by the ground authorities who by now were extremely worried. Schools and businesses all over the city were alerted and the city was gripped by a chill waiting to see what the aircraft would finally do.

By about 10:00hrs, the rogue aircraft was lazily climbing to 5,000ft over the Eastern Suburbs (Mascot Airport in complete shutdown!) and it was realised that the aircraft may soon begin some of its circling over the sea. By now the RAAF from Richmond was airborne but it is a day the RAAF would rather forget since the first run to attempt shooting down the Auster during one of its circles over the open sea was by a Wirraway and SQNLDR Jane's (the rear gunner) hands were so cold he could not operate the Bren gun. Next, one of the RAAF's spanking new 'Meteor' fighters from the Williamtown base, piloted by SQNLDR Holdsworth had a go but both his cannons jammed and he had to depart the drama, though he did at personal risk try what was a good idea and attempted to fly close to the Auster to upset it with his jet's considerable wake turbulence in the hope of forcing it into a dive. Commander Groves had now been airborne for over three hours and was getting low on fuel so had to break off and return to NIRIMBA. The civil authorities were frantic – the end must come soon and its possible results over a populated area were too terrible to contemplate. By this time the Auster was at a height of 10,000ft and the time was approaching midday.

In the end, two RAN Sea Furies of 805 Sqdn from Nowra despatched the Auster in short order. They were flown by Lieutenants P McNey and an RN loan pilot, JR Bluett. The latter eventually became an Admiral in the RN and Peter McNey ultimately finished up working for the Public Service in Canberra, in, of all places, Air Force Office".

## Club News & Reports

### Grafton Model Aircraft Club



Grafton Model Aircraft Club president, Andrew Luland presents John Windred with his Life Membership

South Grafton resident John Windred has been honoured with a Life Membership in the Grafton Model Aircraft Club. John is the first Life Member of the club.

John who, as a long time model aircraft builder and flier, has been a club stalwart since 1985, holding the positions of Secretary and Treasurer as well as keeping the club's flying area in first class condition for the flying activities. He is also a qualified Gold Wing Instructor and has helped many members become efficient and safe model aircraft fliers. Club President, Andrew Luland, presented John with his life membership award at the club's flying site on the Gliding Club Field during the week.



John Windred with his Life Membership Certificate and members of Grafton Model Aircraft Club

## Camden Valley Aerobatic Event - October 2010

The NSW Pattern Flyers held their October one day event at the flying field of the Camden Valley RC Miniature Aero Sports Club.

Pre event registrations had indicated that there would only be a small number of entries and it was most rewarding to arrive at the field and see the standard of preparation from this Club putting some other clubs to shame.

A most hospitable group of modellers who have a very broad range of interests, thank you very much fellas. Unexpectedly the BBQ was already flashed up so that pilots and partners could enjoy a scrumptious breakfast before flying got underway.

Joe Costa from Sutherland Shire had kindly done all the computer preparation so we were able to rig our models have a briefing and get under way by about 9.15am.

Beautiful flying conditions prevailed throughout the morning with light winds, plenty of sunshine and high humidity so the air was nice and dense making for smoooooth flights.

The Expert and Advance pilots commenced the day, a good smattering of designs were in use and too look at the models it was obvious that these were the "work horses" of the group and not the "show ponies".

Doug Tebbit very generously let me share his Hurricane ARF which was greatly appreciated and shows the camaraderie that exists within our band of brothers. We had to hurriedly refuel, take the TX out of its tray and change the long sticks for the short sticks before I could handle the beauty but it was truly "sharing the love" as Doug would say. Doug's model is powered by an OS160FX two stroke and had more power than I was accustomed to, so I found it very pleasant, particularly in the up lines.

Dale Powter drove all the way from Bathurst and participated with his Astronaut ARF from TM Models. Dale believes that this model is a very easy model to fly and slows down nicely for landings so have a look around for a second hand one. OS 160 FX two stroke provided the power and despite starting out nervously (who doesn't), Dale started to show his experience and put together some good flights. He is currently looking at other ARF sport models around the 1000 sq inch wing area that would be suitable for our use.

Richard Knox also drove a long way from down near Ulladulla on the south coast and campaigned his electric powered Sebart ARF, in fact rumour has it that he has now secured a second Sebart so he is getting pretty serious, time for the Expert pilots to look out!

Felix Neuwenhuizen flew his Otop ARF powered by a YS 140 four stroke, this model has heaps of power and is more than capable for this class.

I guess that the lesson here is that most pilots enjoy having adequate power and with a moderate cash investment are having a whole lot of fun. We all have budgets to live within, and with a little

thought we can collectively find models that are readily available with reliable engines and fly like sport models.

The Senior Skill class (F3A) was up next and was well attended, the majority of models in this class are special designs and manufacture, admittedly many ARF's but they are expensive and beautifully finished.

As much as we aspire to fly in this level, some pilots spend a year or two getting there so new comers certainly don't need a model of this standard to compete in the lower three levels.

David McFarlane led the class with some beautiful flying. Closely behind was Brian Dooley flying an electric powered Comp-Arf Integral and it was good to see Brian capture a place and a promotion point. Young Peter Niewenhuizen came in third which was excellent considering how little aerobatic flying he has been doing lately. The rest of the F3A boys also deserve a mention but we would be here all day.

The flying was rain affected for about an hour around lunchtime, then on and off throughout the afternoon so we were only able complete three rounds, a little disappointing as we had planned to get 5 flights in the computer for everyone.

It was rewarding to see a few people achieve what we call "Promotion Points". This reflects on the pilots' ability as they gain more experience. Doug Tebbit gained his third promotion point within a twelve month period and therefore qualified to move from the Expert class up a level to the F3A International class, very well done "Chief"!! Almost perfectly timed to coincide with the completion of his newest scratch built model. Doug is closely following the lead set by Jason Arnold who achieved his promotion into F3A at the Gunnedah event.

The awards, thank yous and trophy presentation were concluded and everyone regrettably said their goodbyes and prepared to head for home.

We would like to extend a very special thank you to the Committee and members at Camden Valley for graciously hosting our aerobatic day,,, we hope that they enjoyed it as much as we did.

Please take the opportunity to have a look at [www.nswpattern.org.au](http://www.nswpattern.org.au) to see the results and photos that were kindly supplied by an interested visitor.

Tom Collinge

## Shoalhaven Shield & Millennium Cup - Round 7 - HSL - 14 November 2010

On Sunday the 14<sup>th</sup> of November we completed the 2010 Shoalhaven Shield and the final round of the 2010 Millennium Cup in fine conditions. 19 pilots enjoyed great soaring conditions. Due to heavy rain during the preceding week the event was relocated from a very soggy Fletchers Lane field at Bomaderry to the HSL Maddens Plains field.

Initially the wind was from the NW and later in the day swung to be NNE and NE. Clouds formed in the afternoon but thankfully the forecast afternoon storms never looked to be an issue. It was very warm and humid and wind speeds were between 8 and 12 knots. We were able to complete 7 rounds on the day.

The winner of the round and the Shoalhaven Shield for 2010 is Owen Pearcey. Congratulations Owen. 2nd place was taken by Klaus Metzger and in 3rd place was David Symons. First place Junior was Geoff Symons. Congratulations to the place getters. - **Fred Lodden**



From left to right - Marc Ceo is piloting, Fred Lodden observing, Paul Gibson operates the retriever and Les Morris launches Marc's aircraft. [Photo – Ian Avery]



Owen Pearcey (l) is presented with the Shoalhaven Shield for 2010 by Brian Wilson (r) [Photo - Barry Payne]

# SHOALHAVEN SHIELD & MILLENNIUM CUP ROUND 7 NOWRA (@ HSL)

Place	Name	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5	Rd 6	Rd 7	Total	Dropped Rd	TOTAL	Norm
1	PEARCEY OWEN	398	231	397	392	398	410	186	2412	186	2226	1000
2	METZGER KLAUS	299	399	388	316	312	272	391	2377	272	2105	946
3	SYMONS DAVE	395	278	399	290	235	352	352	2301	235	2066	928
4	GIBSON BILL	359	349	341	177	383	253	355	2217	177	2040	916
5	SYMONS WAYNE	347	357	397	322	337	198	277	2235	198	2037	915
6	MURPHY JACK	399	397	216	331	212	400	179	2134	179	1955	878
7	BURKE BARRY	394	397	159	399	237	341	166	2093	159	1934	869
8	MORRIS LES	374	116	375	116	265	349	378	1973	116	1857	834
9	FARRAR DON	402	348	271	211	146	399	208	1985	146	1839	826
10	LODDEN FRED	229	340	406	200	145	240	391	1951	145	1806	811
11	GIBSON PAUL	359	291	198	181	241	396	243	1909	181	1728	776
12	CEO MARC	213	357	173	227	216	369	325	1880	173	1707	767
13	ROACH IAN	167	373	285	297	159	260	295	1836	159	1677	753
14	STONE MAX	362	120	285	331	156	137	358	1749	120	1629	732
15	GEOFF SYMONS JNR	217	364	250	148	213	164	136	1492	136	1356	609
16	O'MULLANE RAY	257	376	225	118	62	236	115	1389	62	1327	596
17	WILSON BRIAN	135	375	146	142	0	0	0	798	0	798	358
18	AVERY IAN	272	380	0	0	0	0	0	652	0	652	293
19	PAYNE BARRY	351	158	0	0	0	0	0	509	0	509	229

## Springwood Nepean - StarmaxF-18C Foamy 90mm EDF

The following was submitted by Dan Rose from Springwood Nepean who says:

"I'm the only regular EDF weirdo at Springwood Nepean, but the guys humour me"



I only purchased the airframe, and fitted it with quality power system and electrics, along with some structural reinforcement modifications.

- 90mm Wemotec Midifan with ARC 3675-1 motor
- 80A ESC and 6s 30C 5000mAh lipo drawing ~70A at full throttle.
- Flying weight is around 3.7kg.
- Dual elevator, flap and aileron servos, pull-pull steerable nose wheel and Spring Air 602 retracts. Struts are JTM trailing link.



The model comes pre-painted in a number of schemes, but I spent some time customising and repainting mine. I'm not a fan of the pitted/dimply foam finish - although they're getting better all the time! There is a new F-18E model being marketed in Australia with the RAAF Hornet 20th anniversary scheme from the factory (but I think my finish is better ;)

Top speed in level flight is around the 160kph measured by on-board GPS and averaged for wind. Not hugely fast, but I'm comfortable at that.

Foamies, retracts and rough-ish grass fields are not a good mix, and the frequent vandalism by bikers at our field has been a constant challenge for the club and my EDF fetish in particular.

For a semi-scale foamie ARF, it tarts-up OK, and the mods have made it a reliable and satisfying model.





# Upcoming Events

## 64th Nationals Program of Events

To be held in the Dalby, Queensland area. For full details and Entry Form, check out the new 64th MAAA National Championships Website at: <http://maaanationals.com/>.

64th NATIONALS PROGRAM OF EVENTS												SEPTEMBER 1 <sup>st</sup> 2010	
DATE	QLD COTTON GIN	CL GRASS FIELD 8am – 5pm	C/LINE HARD SURFACE FIELD 7am-6pm	F/F FIELD FRITH'S FIELD	JIMBOUR HOUSE	DALBY MODEL AERO CLUB FIELD	DMAC OLD FIELD	DALBY AERODROME	THOMPSONS AERODROME	SOCIAL EVENTS	DALBY SHOW GROUND	DATE	
WED 29 DEC. 2010	R/C INDOOR 6-10PM	REGISTRATION PROCESSING AT SHOWGROUND	REGISTRATION PROCESSING AT SHOWGROUND	REGISTRATION PROCESSING AT SHOWGROUND	REGISTRATION PROCESSING AT SHOWGROUND	REGISTRATION PROCESSING AT SHOWGROUND	REGISTRATION PROCESSING AT SHOWGROUND	REGISTRATION PROCESSING AT SHOWGROUND	REGISTRATION PROCESSING AT SHOWGROUND	R/C INDOOR 6-10PM	R/C INDOOR 6-10PM	WED 29 DEC. 2010	
THUR 30	5PM - 10PM INDOOR HLG (FIN)	F2B AERO ADV & EXP	F2C T/R R6-12 3 F2E T/R	F1C P30	F3K R/C HLG, OPEN THERMAL	F3D Q500			SCALE AEROBATICS			THU 30	
FRI 31		F2B AERO ADV & EXP	F2C T/R Semi& Final CLASS 2 T/R 1/2A T/R	F1A	F3K R/C HLG, OPEN THERMAL	F3D & F400		HELICOPTER F3C F3N Intermediate NOVICE	SCALE AEROBATICS	NEW YEAR'S EVE BBQ R/C FIELD		FRI 31	
SAT 1 JAN 2011		JNR RAT T/R JUNIOR COMBAT F2D COMBAT	COMBINED & JET SPEED	F1B	F3B GLIDER	F400 & Q M NIGHT SCRAMBLE SWAP MEET		HELICOPTER F3C F3N Intermediate NOVICE	SCALE AEROBATICS	SWAP MEET		SAT 1 JAN 2011	
SUN 2		F2B AERO ADV & EXP SLOW G/YEAR	2.5cc RAT T/R OPEN RAT T/R	F1B	F3B GLIDER	F3A (2.4 GHZ) EXPERT, ADVANCED, SPORTSMAN	1/2A TEXACO, STANDARD DURATION	HELICOPTER F3N SCALE HELI		GET TOGETHER DINNER DALBY RSL	R/C STATIC JUDGE	SUN 2	
MON 3	-Practice 2-3pm - Peanut Scale Static 3-4pm -4pm -4pm -Outdoor Scale Static 4-5pm -Peanut Scale Flying 5-9pm	F2B AERO ADV & EXP Burford Vin A T/R VINTAGE A T/R	F2A SPEED	F1B	OPEN ELEC GLIDER, L.E.G ELEC GLIDER	F3A (2.4GHZ) EXPERT, ADVANCED, SPORTSMAN	DURATION GORDON BURFORD,	F4C SCALE SOS Australian Flying- only models LARGE SCALE				MON 3	
TUE 4	Practice 4-5 pm F1L 5-9 pm	OPEN COMBAT, CLASSIC STUNT	GOODYEAR T/R MINI G/YEAR T/R	F1B	F5B ELEC GLIDER, L.E.G ELEC GLIDER	F3A (2.4GHZ) EXPERT, ADVANCED, SPORTSMAN	TEXACO NOSTALGIA	F4C SCALE SOS Australian Flying- only models LARGE SCALE				TUE 4	
WED 5	Hangar Rat 3.30-7.30pm Hangar Rat Scramble 8/8.30	BENOX T/R CLASSIC 8 T/R 1/2 A COMBAT VINTAGE STUNT	NO EVENTS SPARE DAY	F1B OFF OPEN RUBBER OPEN POWER SCALE	F5B ELECTRIC GLIDER	ROCKETRY	38 antique 2cc ELECTRIC OLD TIMER,	F4C SCALE SOS Australian Flying- only models LARGE SCALE			C/L STATIC JUDGE	WED 5	
THUR 6	6PM - 10PM R/C INDOOR NIGHT	VINTAGE COMBAT	F4B SCALE, SOS SCALE	F1B OFF VIN POWER VINTAGE VIN RUBBER	NO EVENTS SPARE DAY	GIANT SCALE				R/C INDOOR 6-10PM		THU 6	
FRI 7	CLOSED	RESERVE DAY	RESERVE DAY	RESERVE DAY	RESERVE DAY	RESERVE DAY	RESERVE DAY	RESERVE DAY	RESERVE DAY	NIL		FRI 7	
PRE-ENTERED COMPETITORS CAN REGISTER THE DAY BEFORE THE EVENT.													

PRE-ENTERED COMPETITORS CAN REGISTER THE DAY BEFORE THE EVENT.



# armidale

**hosted by NEMAC Inc.**

*Dinner will be at the Armidale Ex-Services Club at 7.00p.*

**model  
flight**



**Fly-RC Australia**  
www.fly-rc.com.au  
sales@fly-rc.com.au



**PETER PINE**  
[www.flvelectric.com]



### North Coast Hobby Centre

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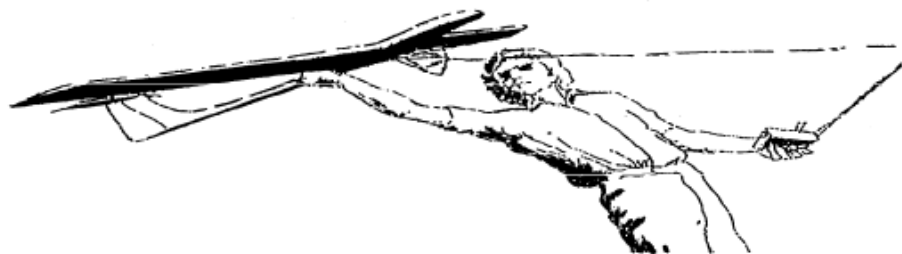
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# AIRSTRIKE



●open & res sailplane ●open & limited electric sailplane ●hand launch sailplane

from 9.00am Sunday 23rd January 2011 .....till 1.30pm Tuesday 25th January 2011

## Program of Events

*Pilot briefing held 15 minutes prior to event scheduled starting time*

### Day One: Sunday 23rd January 2011

9.00am THERMAL, RES & ELECTRIC SAILPLANE	Rounds 1 & 2	CD: Kevin Smeaton+Rob Watson
12.30pm HAND LAUNCH SAILPLANE & LUNCH	Round 1	CD: Hutton Oddy
1.00pm THERMAL, & ELECTRIC SAILPLANE	Rounds 3 & 4	CD: Kevin Smeaton+Rob Watson
4.30pm FINISH FLYING		

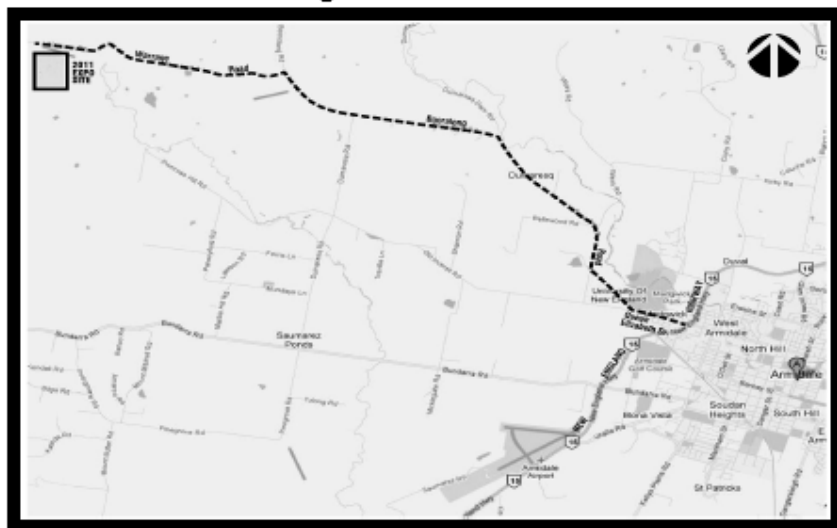
### Day Two: Monday 24th January 2011

8.30am THERMAL, RES & ELECTRIC SAILPLANE	Rounds 5 & 6	CD: Kevin Smeaton+Rob Watson
12.30pm HAND LAUNCH SAILPLANE & LUNCH	Round 2	CD: Hutton Oddy
1.00pm THERMAL, RES & ELECTRIC SAILPLANE	Rounds 7 & 8	CD: Kevin Smeaton+Rob Watson
4.30pm FINISH FLYING		
7.00pm DINNER @ 7.00pm ARMIDALE EX-SERVICES CLUB PRIVATE FUNCTION ROOM		
A DISPLAY BY OUR SPONSORS LATEST GLIDER & ELECTRIC GOODIES WILL BE DISPLAYED IN THE FUNCTION ROOM		

### Day Three: Tuesday 25th January 2011

8.30am THERMAL, RES & ELECTRIC SAILPLANE	Rounds 9 & 10	CD: Kevin Smeaton+Rob Watson
1.00pm HAND LAUNCH SAILPLANE	Finals Fly-off	CD: Hutton Oddy
1.30pm FINISH FLYING & PRESENTATIONS		

**On field catering will be available each day and provided by  
New England Model Aero Club**



## BANANACOAST BATTERIES

44 Warola Street - Coffs Harbour - (02) 6652 4455  
SUPPLYING POWER FOR THE PUBLIC ADDRESS SYSTEM AND COMPUTER

## General Information



The new field is on Warrane Road. Turn off the New England Highway to the University, turn into Queen Elizabeth Drive going west. Continue past the University colleges onto Boralong Road for approximately 7 km. Turn left into Warrane Road for approximately 3km (beyond the bitumen and across Saumarez Creek). The field is on the left after going over the grid immediately after the creek. The entrance is approximately 600m on the left past the grid.

Drinks and snacks will be available on field each day provided by the New England Model Aero Club.

Please arrange your own accommodation. The Pembroke Tourist and Leisure Park is one of our official sponsors.

## Conditions of Entry

Only affiliated members of M.A.A.A. are eligible to fly and a current FAI card must be produced on request. Slicktone style keyboards will be in use for frequency control. Competitors who have approved M.A.A.A. stickers attached to their transmitter may use 20KHz keys, on which their NAME and FREQUENCY CHANNEL is clearly visible. Only 4 flies will be permitted per frequency and will be allocated in order of entry.

## Task Information

**OPEN THERMAL SAILPLANE:** Attempt a 10 minute flight time in 12 minute working time, with a landing bonus. A maximum of two launches will be permitted. Achieve 1 point per second for whole seconds up to 600 points, lose 1 point per whole second over 10 minutes. Whole seconds only to be counted for flight time. The new FAI landing score will be used for a landing bonus of points awarded for the aircraft nose coming to rest measured to a marked spot with 1 point deducted for each 20cm for the first 2m reducing by 5 points per metre up to 15m. Group scoring will be used. If more than 5 rounds are flown, the lowest score will be dropped. Winches of 150m to turn round. An observer will be appointed to each round who will randomly check a model's flight time and a audit the spot measurement.

**RES THERMAL SAILPLANE:** Attempt a 6 minute flight time in 9 minute working time, with landing bonus. A maximum of two launches will be permitted. Achieve 1 point per second for whole seconds up to 360 points, lose 1 point per whole second over 6 minutes. Whole seconds only to be counted for flight time. A spot landing bonus of 100 points will be awarded for the aircraft nose coming to rest within 1 metre of a marked spot reducing by 5 points per metre up to 15 metres. Group scoring will be used. If more than 5 rounds are flown, the lowest score will be dropped. Winches of 150m to turn round.

This event is open to sailplanes limited to Rudder, Elevator and Spoiler controls.

**OPEN ELECTRIC SAILPLANE:** Will be flown in conjunction with Thermal Glider (winch launch) and scored separately. It will be flown to the same rules as Thermal with adjustments to allow for launch by electric motor. Basically a 10 minute thermal flight in 12 minutes working time with one re-launch permitted (last flight counts). One motor run per launch, pilot decides length of motor run, and penalised 1 point per second. Flight time starts when the aircraft leaves the launcher's hand. Landing points and conditions will be as per Thermal. For a full set of the rules consult this web page: <http://www.flyelectric.com/electric-glider-rules.html>

**LIMITED ELECTRIC SAILPLANE (previously 7 cell glider):** Will fly to the standard Limited Electric Glider rules in which the motor may be run more than once. In this case the motor run penalty will be the cumulative motor run used to achieve the 5 minute flight. A limited electric glider is one that is powered by either 7 NiCd or NiMH cells, or a LiPo pack in which the mAh capacity multiplied by the number of cells produces a power factor of 6600 or less. For a full set of the rules, and suggested battery packs for this class, consult this web page:

<http://www.flyelectric.com/electric-glider-rules.html>

Pilots may enter both Electric Glider events.

**HAND LAUNCH SAILPLANE:** A selection of F3K tasks will be flown. Everyone to launch within a 5 second window from a marked 100x50m area. Landing must be within same area. Launching or landing outside area results in a zero score. Timing starts at end of 5 second launch window and stops when model is caught or lands.

Frequency boards to be used at all times.

## Safety Rules

No low flying over pit, spectator areas or buildings adjacent to the field or other dangerous flying.

## Enquiries & Entries

ENTRY CAN BE MADE BY OBTAINING THE ENTRY FORM FROM

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

<http://www.fly-rc.com.au> then information/events tabs

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

<http://www.rcgroups.com/forums/showthread.php?t=1315777#post16177482>

AND PRE-ENTERING WITH HUTTON ODDY PRIOR TO FRIDAY 14th JANUARY 2011

Payment can be made by:

Cheques payable to:

or direct credit to:

**SAILPLANE EXPO TRUST**

**SAILPLANE EXPO ACCOUNT**

**BSB 012-510**

**A/C # 26-941-5516**

*(PLEASE REFERENCE YOUR NAME ON DIRECT CREDIT)*

ENTRIES To:

HUTTON ODDY,  
SAILPLANE EXPO TRUST  
1331 LONG SWAMP ROAD,  
ARMIDALE, N.S.W., 2350.  
[hutton.odd@skymesh.com.au](mailto:hutton.odd@skymesh.com.au)

ENQUIRIES:

PHIL CRANDON..... (02) 6628 8388  
PETER PINE..... (02) 6676 1437  
DES KINGDOM..... (02) 6652 2403  
WARWICK PAYNTER..... (02) 6653 6490  
HUTTON ODDY..... (02) 6775 3940

*A very special thank you goes to Kevin & Betty Smeaton  
for providing the group scoring over the entire weekend*

## Entry Limitation

FREQUENCY ALLOCATION WILL BE ISSUED BY THE ORDER OF ENTRY AND WILL ARE LIMITED TO 4 FLIERS PER FREQUENCY. EVERY ENTRY MUST INCLUDE THEIR PREFERRED FREQUENCY AND AN ALTERNATIVE FREQUENCY. THE USE OF 2.4GHZ AND FULLY SYNTHESISED FREQUENCIES WILL ENABLE MOST TO OBTAIN THEIR PREFERRED FREQUENCY.

Gentleman start your engines.

# The Cobram Air Races

Queens Birthday Weekend

June 11-12-2011



Racing starts 10.30 am Saturday

MOIRA MODEL AIRCRAFT CLUB

3639 Pye Rd Moira

6km from Cobram on the Murray Valley Hwy

On site camping.

Vice President: Bryan Harper 0409195265 [bnharper@bigpond.com.au](mailto:bnharper@bigpond.com.au)

Google Map the field 35°56'00 S 145°42'00 E



**GOLDEN ERA  
IN-LINE**  
up to 100cc



**GOLDEN ERA RADIAL**  
up to 100cc and Gee Bee Y ARF 62cc



**RENO WARBIRDS**  
up to 62cc



**NEW SCALE AERO**  
try your hand at  
scale racing  
1/4 scale ARF  
20cc glo or 30cc petrol  
no retracts



**AT-6 TEXAN**  
20cc glo



**Formula 1**  
up to 56 cc

Entry forms and rules [www.rcmn.com.au](http://www.rcmn.com.au)  
Enquiries and Mailing list [racing@rcmn.com.au](mailto:racing@rcmn.com.au)  
Contest Director Stephen Green **0418 662 557**

Full course, two sets of lights, central startline. This is a pilots' event, run for pilots.

## For Sale

<b>Item 3</b>	Landing gear (new in packet) – large 8-15lb models.	<b>\$10</b>
<b>Item 4</b>	Landing gear (new in packet) – large 8-15lb models.	<b>\$10</b>
<b>Item 6</b>	Foam core floats (5lb models). Cores only.	<b>\$10</b>
<b>Item 8</b>	DuBro fuel tank pump.	<b>Offer</b>
<b>Item 13</b>	Laser fibreglass fuselage, Model flight foam core balsa covered foam wings (builder's kit).	<b>\$50</b>
<b>Item 14</b>	F3A Aerobatic Bootlegger kit. 60 powered. 70s style. Fibreglass fuselage & foam wings (builder's kit).	<b>\$80</b>
<b>Item 16</b>	Katana 80" wingspan (50cc size). 5 x digital servos (2 x elevator, 2 x aileron, 1 x rudder). Install engine, receiver, battery and fly (if petrol engine is used, fuel system will need to be modified).	<b>\$600</b>

**Contact: Steve Vickers 02 9997 8885, or**

**Bob Carpenter 02 4577 6612 (after 6pm)**

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Nick Zeroli Kittyhawk with Super Tigre 4500 engine (made in Italy). **\$300**

**Contact Fred Borg (02) 4271 3734**



## **Deceased Estate - Offers above \$1000 the lot**

Viewing can be arranged at a mutually convenient time either by email [susan.lister@idx.com.au](mailto:susan.lister@idx.com.au) or phone Susan 02-9817 5554 (a/h) inner Sydney area.

ARF Cap 232 with ASP 52 4 stroke well used.

ARF Extra with ASP 90 4 stroke near new.

ARF Edge with ASP 90 4 stroke near new.

Futaba 6 channel computer 36 MHz radio with large flight box and approx 8 litres of fuel.

Much more such as covering film to suit colours above if a mishap does happen, film hot iron, props to suit engines (30) spinners and even storage box to attach and suit 600mm ceiling joists.



E-Flite Blade MSR Ready to Fly inc Tx, 2 Batts, 4 port charger etc, \$180, as new



Parkzone SU-26m Sukhoi Bind N Fly, inc Batt and Charger, \$80 as new

**Contact Jeremy Randle 0418 390 446**





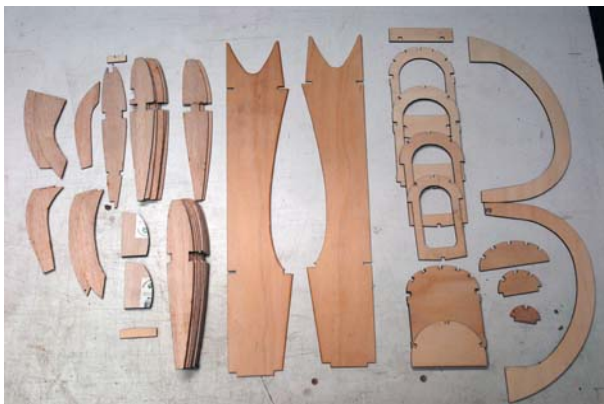
Laser cut parts set including the Pica plan for the 1/5 scale Pica Waco YMF. The parts set was laser cut from hand selected ply and balsa by Dave Brown and is far superior to the original die cut parts which formed the original kit

**\$100.00**

Above: the laser cut parts set. Below: a model built from the Pica plan and similar parts. The wing span is 72inch and it weighs in at 9lbs with an OS 108 in the front (Note: completed model not for sale - just to show what the bits of wood would end up looking like after the expenditure of many hours and many more \$s).



**Contact Ken Burke 9337 5785**



Laser cut part's set and Sig plan for the Sig Astro Hog, one of the all time great classic RC aircraft. Again better wood and more accurate than the original kit. Cut by Model Drafting Services.

**\$75.00**



Barbara Jean is ready to fly with the addition of just a RX and fuel. This delightful aircraft is fitted with high performance GWS servos and an SK 52 glow motor. It is not a beginner's model, but more experienced flyers will find it a joy to fly – fast and true

**\$360.00**

**Contact Ken Burke 9337 5785**



The Velox Revolution II is designed for 3D, but it also makes a suburb semi-scale sports, aerobatic or Sunday flyer. Its low wing loading ensures it is easy to fly and the detachable wing panels, easy to transport. The one piece glass cowling provides easy access to the motor.

This ARF kit is designed for quick assembly, and contains all the usual bits including the tank, pushrods, quick links etc. Span 1730mm. Motor 120 2S or 140 FS

**\$185.00**



Yum Yum Electric. Ready to fly. Yes! Just connect the lipo battery (included) and check the RX (36 Mhz included) is on your frequency, and fly. Simple as that. Yum Yum is powered by a geared GWS 370 motor system and controlled by three JR mini servos. It is a light, easy to fly model, suitable for entry level flyers.

**\$85.00**

**Contact Ken Burke9337 5785**



Koverall is one of the best covering materials yet devised especially for fabric covered scale models. This sealed pack contains a 5 yard length 48 inches wide.

**\$40.00**

**Contact Ken Burke 9337 5785**

## Help Wanted:

Can anybody, can help me with a Pico DF 90 Engine in good condition or possibly new in box?

**Please call Rudolf Aeberhard on 02 6554 22 14 after 7pm.**