

Newsletter 332

February 2011



Dave Middleton's (WPMAC) Modeltech ARC SE5A. Span 1.27m, weight 2.85kg powered by T.T 54 4stroke, radio is Spectrum 2.4G 4 channel driving 5 servos..

(photo courtesy of Dave Middleton – WPMAC)

Note:

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

Contents

Diary Notes _____	3
Life Membership, Hall of Fame and Presentation Dinner _____	4
From the Editor _____	5
Minutes _____	6
MASNSW 2011 Events Calendar _____	16
Assembling the Mighty Eighth _____	18
Club News & Reports _____	20
Grafton Model Aircraft Club _____	20
Hawkesbury Model Air Sports _____	21
Hastings Radio Modellers _____	22
Werrington Park Model Aero Club _____	23
Upcoming Events _____	24
COMSOA Scale Fun Fly _____	24
NSW Pylon Racing Club inc – Racing at Nowra _____	25
Blacktown Aeromodellers Club Inc. Sydney Electric Fly – in 2011 _____	26
The Cobram Air Races _____	27
For Sale _____	28

Diary Notes

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

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

Newsletter #333 (March 2011) deadline for submissions:
Monday 14 February 2011

President / CFI	Bob Carpenter	president@masnsw.org	02 4577 6612
Vice President	Tim Nolan	vicepresident@masnsw.org	0412 173 440
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Registrar / Assistant Secretary	David Lewis	dave.lewis@internode.on.net PO Box 7291, SOUTH PENRITH 2750	02 4736 2611
Treasurer	Bob Bishop	treasurer@masnsw.org	02 9533 2603
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Public Relations Officer / State Field	Steve Norrie	publicrelations@masnsw.org	0418 874 740
Education Officer	Mike Close		02 9872 6469
Deputy CFI North	Martin Cochrane	5 Archibald Pl, TOORMINA 2452	02 6658 2364
Deputy CFI South	Gavin Bland	49 Rawson Rd, GUILFORD 2161	02 9892 2518
CASA Liaison	Daniel deVries	casaliation@masnsw.org	0403 973 160

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

Saturday 12th 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 2011. On the one hand it feels like an age since I sent the last issue for 2010 to the printer but at the same time it seems like only yesterday. I must say I've enjoyed the break but unfortunately didn't get much flying done, what with the weather; family commitments and now back to work again. I think I worked out that I did a five week stretch without flying.

I continue the full sized aviation articles this month with a piece on the US 8th Air Force – Lt Col (Ret'd) Leslie Lennox relating what was involved in assembling a daylight bombing raid over Germany without any modern navigational aids and in complete radio silence. It's rather lengthy so I will be serialising it over the next few issues.

Val Preston from the Grafton Model Aircraft Club has sent in a very interesting piece (Pg 20) regarding a young Canadian lad who was on holidays in the Grafton area and desperately wanted to learn how to fly a model aircraft. Very touching and great to see what a hobby like aeromodelling can do. By the way, Val also tells me that he was personally a witness to the "Runaway Auster" from a vantage point in Manly. Told you it was a true story.....

It's still to be confirmed but it looks as though we will continue to be meeting at Worker's Parramatta this year – certainly for the next one on February 11th. We meet on the second Friday of the month and all members are welcome to attend as observers. It's a relatively central venue with the opportunity of a good, reasonably priced meal beforehand and a lemonade or two (or whatever your poison is) afterwards.

By all accounts, the 64th Nationals went off well in spite of the flooding in the Dalby area. Some last minute venue changes were required but it was apparently well supported by the local council and community nonetheless. Check out the website <http://www.maaanationals.com/> for full reports, photos and videos.

I spent last week in Darwin on business and took the time to pay a visit to the East Point Aeromodellers Club on both Wednesday evening and Saturday morning. They are a friendly bunch of guys and have a great venue. The weather was a bit iffy but they have good shelter and a paved runway so it was just a case of ducking out between the passing showers and landing quickly when necessary.

Don't forget, the annual Life Membership, Hall of Fame and Presentation Dinner will be held on Saturday 12th February 2011 – full details on page 4; be sure to let Val know if you wish to attend.

As always, happy flying, Ed.

Minutes

Miniature Aero Sports NSW Inc

Business Meeting

Garden Terrace Room at Workers Parramatta
10th of December 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), 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), Macksville Miniature Aircraft Sport Flying Club (MMASFC), United Miniature Aircraft Club R C. (UMACR/C),

Observers and Visitors present:

Barbara Davison & Bob Davison, Paul Johnston, Marie Swan, Dave Kates, Mat Kayes, Michael Tulk, Don Bailey, Brett Juleff,

Apologies: The following apologies were received:

Rob Masters, (WPMAC), Val & Steve Vickers, (HMAS), Jason Connolly, (UMACR/C), Doug Lacy,

Minutes: Motion that the minutes of the meetings held on the 12th November 2010 as distributed in the Newsletter 331 and also Emailed be accepted as a true and accurate record of that meeting.

Moved, SRCS **Seconded,** Parramatta **Carried** Unanimously

Business Arising from the Minutes.

None

Correspondence:

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

Correspondence In From MAAA

- M 1.1 MAAA Inspector Appointments for Brett Solanov AUS No, 30391, Zac Kiternas AUS No 37981, as FW25 (Heavy Model Inspectors). Peter Papantoniou as a FW 25 Inspector and Gas Turbine Endorsement
- M 1.2 MAAA Postal Vote 01/2010

- * M 1.3 MAAA Land Bureau Chairman
- M 1.4 MAAA 201-10-2011 Council Conference Notice of Agenda Items.
- M 1.5 MAAA Minutes of the October 2010 Teleconference
- M 1.6 MAAA Information passed onto MAAQ
- M 1.7 MAAA Safety Campaign
- M 1.8 MAAQ Nationals
- M 1.9 MAAA Bronze Wings
- M 1.10 VMAA VMAA Directory 2010

From other than MAAA :

- C 2.1 Dean Erby Heavy Model Inspector Application
- C 2.2 Bob Bishop Secretary accounts for payment
- C 2.3 Tim Nolan Discussions at Friday Meeting
- C 2.4 Bob Carpenter Site Approval Number
- C 2.5 Michael Neuendorf Current 3YR Permit to Fly Forms & Cancellations
- C 2.6 Ron Bowles Request for 2 x 3YR Permit to Fly Forms
- C 2.7 Ted Oram Received 1 x Permit to Fly Form 015-3116
- C 2.8 Bob Godfrey Cancel Permit to Fly Form No 310977 and replace with Form No 310979
- C 2.9 Bill Garrod Completed Bronze Wings Form for Greg Chapman AUS No 73676
- C 2.10 John Rolfe Scale Application Forms for the 2011 64th Nationals
- C 2.11 iinet Limited Tax Invoice 26277880
- C 2.12 Patrick De Teliga Making a movie about the flight of three Lorikeets
- C 2.13 Bob Carpenter Instructors Qualification & Approval
- C 2.14 Tim Nolan Instructors Qualification & Approval
- C 2.15 Bob Carpenter Tim Nolan to contact Bisho
- C 2.16 John Lysaght Request for 6 x Heavy/Giant Model A/C 3 YR Permit to Fly Forms
- C 2.17 Steven Sunderland Request for 1 x 3YR Permit to Fly Forms
- C 2.18 Bob Gibson Request for 2 x 3YR Permit to Fly Forms & also 2 x Gas Turbine Forms
- C 2.19 Ted Oram Permit to Fly Certificate
- C 2.20 Brian Porman WRCS Flying Status
- C 2.21 Tim Nolan Insurance enquiry from HMAS on 14th November 2010, and Letter to MAAA re Insurance enquiry from HMAS 15th November 2010
- C 2.22 MASNSW Bulletin No 3 The Future of Aviation
- C 2.23 Rob Masters Unable to attend meeting
- C 2.24 Gil Nafte Request for 1 x 3YR Permit to Fly Form
- C 2.25 Andrew Turner Request for 1 x 3YR Permit to Fly Form
- C 2.26 Mark Locock Request for 1 x 3YR Permit to Fly Form & Gas Turbine Form
- C 2.27 Dave Lewis MASNSW Point Score Competition 2010
- * C 2.28 Bob Davison MAS Resignation Letter
- C 2.29 Dave Lewis Bronze Wings for Gavin Arnett - Werrington Park Club

C 2.30 **Received completed Large Model Permits to fly forms from the following:**

Maurie Hartnup, John Lysaght, Michael Neuendorf, Hans Neuendorf, Edward Victor Oram, Allan Charles Counsell, Andrew Charlesworth, Bob Godfrey, Bob Gibson, Joseph Frost, Tony Vella, David Tibbitts, Jeff Besnard, John Corben/Stuart Hough, John Corben, Tony Jones, Wayne Dand, Mark Budden, Todd Murnane,

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

Bob Godfrey, Stuart Hough,

C 2.32 **Received Completed Turbine Powered Model Permit to fly forms from the following:**
Joseph Frost, Bob Gibson, John Lysaght

C 2.33 **Received Cancelled Turbine Powered Model Permits to fly forms from the following:**
None

Newsletters Received:

N 1.1	Bega District	October	2010
N 1.2	VMAA The Aero Modeller's Newsletter	November	2010

Correspondence Out:

To MAAA:

M 3.1	MAAA	MAAA Postal Vote 01-2010
M 3.2	MAAA	Thank you and acknowledge receipt of letter
M 3.3	MAAA	Letter regarding the issue of Bronze Wings should be to MAAQ
M 3.4	MAAA	Application for Bronze Wings sent to wrong State Association
M 3.5	MAAA	Instructor details

To other than MAAA:

C 4.1	Dean Erby	Heavy Model MOP Application Forms
C 4.2	Ron Bowles	2 x 3YR Permit to Fly Forms
C 4.3	Zak Kitermas	Heavy Model Inspector FW 25
C 4.4	B A Solanov	Heavy Model Inspector FW 25
C 4.5	Peter Papantoniou	Heavy Model & Gas Turbine Inspector FW 25
C 4.6	John Lysaght	6 x 3YR Permit to Fly Forms
C 4.7	John Lysaght	Letter advising that the Check Lists are available from the MAAA Web Site
C 4.8	Andrew Turner	1 x 3YR Permit to Fly Form
C 4.9	Mark Locock	1 x 3YR Permit to Fly Form & Gas Turbine Form

Business Arising from Correspondence:

M 1.4: MAAA Council Conference Agenda May 2011 Held 21-22 May Canberra Monday the 7th February Dead Line for correspondence to be received by MAAA. Clubs will be notified by email for them to send in ideas to the Secretary for discussion by MASNSW for inclusion at the conference.

C 2.28: Bob Davison letter of resignation was read to the meeting by the President. The President thanked Bob on behalf of the Executive and Members of MASNSW.

M 1.9: MAAA Bronze Wings awarded to non MASNSW Members – Notify MAAA to update the members association with details.

C 2.20: Flying Status WRCS Brian Porman verifying Insurance Coverage.

Late Correspondence: None Received

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

Moved, APPIN **Seconded,** UMAC. **Carried,** Unanimously

Reports:

Treasurers Report for November 2010 Presented by the Treasurer Bob Bishop

Business Arising from the Treasurers Report:

None

The meeting was asked for approval that the accounts be paid

Moved, Parramatta **Seconded,** ROW **Carried,** Unanimously

President: Bob Carpenter

Nothing to Report

Vice President: - Tim Nolan Giant Model Inspection at Muswellbrook, inspection during construction creates a logistical problem, requiring suggestions about how to do this in a cost effective manner.

Assistant Secretary: - Dave Lewis Tallying up the point score over Xmas Break, Winners to be notified and invited to the Annual Dinner to collect their Trophies.

Registrar: - Dave Lewis:

Current Year		New to System	Last Year
Seniors	1609	164	1572
Pensioners	473	22	423
Juniors	101	27	102
No. of Clubs	95		91
Total Membership	2183		2097

Newsletter Editor: - Robert Masters:

Very quiet this month. Apologies to those that may not have received their printed Newsletter as yet - we had a problem with delivery from the printer. Other than that, have a great Christmas and New Year, take care whilst driving and see you in the next issue (Feb 2011).

C.A.S.A Liaison Officer: - Bob Davison:

I have submitted my resignation as CASA Liaison Officer to the MAS Secretary effective from 31st December 2010. I have a couple of significant medical problems progressively limiting my ability to find time and energy for this and other volunteer tasks I have undertaken over the past years.

In response to a call by the MAS Secretary for expressions of interest to take over the liaison position, Daniel de Vries who is a member of Sutherland Shire club volunteered for the job. He is a pilot with one of our major

airlines, and he is ideally qualified having an excellent working knowledge of the CASA and Airservices Australia structures and systems.

Daniel will be listed as CASA Liaison in the newsletter under a new email address provided by MASNSW - casaliation@masnsw.org as most of our business is done with email these days, CASA being quite happy to do business that way.

I can state that I have enjoyed most of the work I have done in this job over the years, the members providing much support with the occasional challenge of a short notice application with insufficient details. These days the majority of clubs are used to the system and most applications are correct first time around. The people I deal with in CASA have been helpful and supportive to the point of ringing me after office hours to confirm one approval. They and their support staff are not the normal bureaucrats, possibly because they are aviation enthusiasts.

My memories of MAAA go back to RCAS meetings at Sports House in the Rocks in lovely downtown Sydney in the 1970's and Jack Black's enthusiasm for all things aeronautical. Tom Prosser was another real gentleman I encountered not long after I got back into model flying when he popped up next to me at my first foray into scale at IMAC's old field behind Kembla Grange and out of the blue offered to call for me which was an enormous help that day. Since those times I have tried to help other people and clubs as best I can. Incidentally, Tim Nolan was responsible for introducing me to the delights of float flying at Chipping Norton in 1989 which thoroughly converted me to water flying.

With your support, I know Daniel will have just as much fun doing this job as I did.

Thank You,
Bob Davison
CASA Liaison MAS of NSW

Chief Flying Instructor: - Bob Carpenter:

I have pleasure in announcing that the following members have successfully completed all sections of the Instructors course and therefore I request ratification of the awards:

67397	Colin Buckley	Warringah Radio Control Society	Fixed Wing Power
46039	Peter Pappas	Warringah Radio Control Society	Fixed Wing Power
24245	Doug Radford	Warringah Radio Control Society	Fixed Wing Power
54621	Adam Goulding	Lithgow Aero Modelling Club	Fixed Wing Power
69426	Kieran Vella	Parramatta Radio Control Aircraft Club	Fixed Wing Power
71287	Dave Kates	Hornsby Electric Model Flying Club	Fixed Wing Power
61946	Mike McMahon	Archville Eagles R/C MAC	Fixed Wing Power

The observers on the course were also provided with the Course exam and have completed it for review.

The next Instructors course and workshop will be held on the weekend of the 22/23 January and will be hosted by the Gosford Club.

Public Relations Officer: - Steve Norrie:

Nothing received

Education Officer: - Mike Close:

Education Report December 2010

Mike Close

MASNSW Education

I have received some responses from the promotion that was done in both the Newsletter and the email Bulletin. I thank MASNSW for giving it the prominence that they have. I would like to think that there are other clubs that are still considering contacting me.

From what I have received, including a couple which provided very informative feedback, there may be a misconception about the MAAA Education program. I certainly do not see it as a 'one size fits all' format which has to be followed. I see it much more as a mutual support network that can develop in which every way suits both the particular Education Officer and his students.

Having said that there are many ideas in the MAAA literature that will be provided on what could be put into the course content. Whilst initially the published documentation emphasised the delta dart, and it is still proving to be very popular across the country, it is not a mandatory part of the program, and neither is building or flying anything.

There are a lot of alternatives; just talking, just having model aircraft available to talk about, including how they fly, are only some of the ideas. It can include using some of the more suitable RTF models for the Officer to demonstrate or the students to try. The length of time taken can vary from a couple of hours to a course spanning many weeks.

I hope that those clubs who have not responded yet will carefully consider the benefits of being involved. We have to encourage the future of model aviation, and through that the future of every club.

State Flying Field Secretary: -Steve Norrie

The Cootamundra Field is extremely wet and unusable due to the ongoing rain over much of the State, as a result several bookings have been cancelled.

I asked for and received, from Ron Dowling, costing for the replacement stand for the rain water tank. The cost of materials for the job are \$632.00, I request that the meeting approve this expenditure.

It was suggested from the floor to approve work on the tank to start with the emptying of the tank and various works in progress and suggested that \$ 2000 be approved to commence these works.

Moved SRCS **Seconded** ROW **Carried** Unanimously.

I have also requested that Ron obtain a quotation to level the operational area of the field, this will be carried out when the field becomes accessible. I received a call Graham James at Cootamundra who has offered to approach the local Council regarding assistance for the proposed levelling, Graham will advise progress.

In closing I would like to wish all members and their families a very merry Christmas and a happy New Year.

Other Reports: -President - Bob Carpenter

RAAF Richmond Area Xmas Treat cancelled for this year - however should be on again next year.

Wings over Illawarra Air show

- MASNSW will not be involved because we cannot fly - static only offered
- Told HAARS to contact local clubs
- Discussions on Static Display took place but there was no result

Motion to accept reports

Moved, Camden Valley **Seconded,** HSL **Carried** Unanimously

Awards:

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

Anthony Van Berl	Central Coast	69439
Greg Chapman	Illawarra	73676
David Gough	Warringah	73420
Lizzy Killen	Gosford City	71381
Glen Zell	Cronulla	64374
Gavin Arnett	Werrington Park	71316

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

Stehl Donohue	Wybung Slope Soarers	71191
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Applications received and approved for MAAA Fixed Wing Power Instructor:

No Applications Received

Applications received for approved for Commercial Model Aircraft Flying Instructor:

No Applications Received

Applications received for approval of MAAA Helicopter Bronze Wings:

No Applications Received

Applications received for approval of MAAA Helicopter Gold Wings:

No Applications Received

Applications received and approved for MAAA Helicopter Instructor:

No Applications Received

Applications received for approval of MAAA Glider – Bronze Wings:

No Applications Received

Applications received for 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 25 Inspector Approvals:

Zak Kiternas	Charles Kingsford Smith	37981
B A Solanov	Scale Model Aircraft Club	30391
Peter Papantoniou	Warringah	46039

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:

Peter Papantoniou Warringah 406039

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:

NSW Pylon	Sportsman Pylon	Marulan	November	2010
HSL	2M Thermal Glider	Maddens Plain	November	2010

Motion to accept these awards

Moved, SRCS **Seconded,** ROW **Carried,** Unanimously

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 11th of February 2011. The meeting to commence at 8.00pm, (2000hrs) All Visitors and Observers are most welcome.

The President (Bob Carpenter)

- Asked those present if they were happy with the Venue for Meetings – this being a resounding Yes – the Treasurer was directed to negotiate with Workers Parramatta to hold our meetings there for the next 12 months if possible.
- Advised the meeting that the Annual Presentation Dinner will be held on the 12th of February 2011 this is a tribute to our retired President Joe McGuffin who will receive his Life Membership of MAAA and well deserved, all contacts should be made through Val Vickers for their bookings.
- Had a meeting with CLAS regarding the Nationals – proposing a 12 month format run by the Special Interest Groups (SIG). CLAS would prefer a singular competitive Nationals as held in the past.
- Suggested to the meeting for comment regarding perhaps holding Nationals in conjunction to one of the bigger Rally / Fly- in events (like a Luskintyre or Bowylie). Example 2-3 days of competition and the 2-3 days of Rally. This was discussed by the meeting and appeared to be worth investigating.
- Put forward the idea of having a Guest Speaker every 2-3 months provide a short lecture at the MASNSW Meeting – the Venue is suited to this with Audio Visual facilities available. Those at the meeting thought that this would be a great idea.

Parramatta RC Club

- Advised that the Australia Day 2011 Event was becoming extremely restrictive and the Organising Body was not allocating enough room for the display. The Club stated that unless they get the area they need they will not be putting on a display.

Camden Valley

- Asked what are the requirements to host an instructor's course for next March:
 - Must be Gold Wings
 - Must be nominated by Their Club Secretary
 - Venue close to a field
 - ½ day lectures Saturday & Sunday
 - Priority is new Instructors
 - Secondary is Observers

Heathcote Soaring League

- Asked Steve Norrie if the 6th of January Glider Event would still be held at Appin. Steve thought it would be, but directed Max to contact Bill Gibson. Note the Club is now back at Wilton Road

Meeting Closed

There being no further business before the meeting, the meeting was closed by the President at 9:15pm (2115 hrs).

The next Business Meeting of MASNSW will be held in the Garden Terrace Room at Workers Parramatta, Friday the 11th of February 2011. The meeting to commence at 8.00pm, (2000hrs)

All Visitors and Observers are most welcome.



Joseph Frost (Bananacoast Radio Control Flyers) with his F9F Panther EDF.
3.5kg of batteries (12S) provide 9.3kW drawing up to 220Amps

(photo via Mike Robinson (WPMAC))

MASNSW 2011 Events Calendar

(Compiled 26/1/2011)

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

January 2011

Note: No Newsletter or General Meeting
 23-25 Armidale Sailplane Expo Armidale Hutton Oddy 02 6775 3940
 26 Australia Day

February 2011

* 5-6	Alan Brown Memorial Old Timer Competition	Orange	Stuart West	02 6331 9822
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
* 13	2m Thermal Glider Competition Round 2	Goulburn	Paul Marshall	02 4821 5869
* 19-20	NSWSAS Scale Round One	Camden	John Rolfe	02 9734 6288
* 27	Pattern (Aerobatics)	Warringham	Tom Collinge	0400 403 151

March 2011

5-6	Banjo Paterson Scale Rally	Orange	Stuart West	02 6331 9822
5-6	Hunter Valley Championships	Muswellbrook	Luke Anderson	02 6541 2234
11	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
* 12-13	Sportsman Pylon Racing (Q500 & F400 / F3D)	Nowra	Jeremy Randle	0418 390 446
* 19-20	NSWSAS Round 2 NSW Scale Masters	Metford	John Rolfe	02 9734 6288
27	Blacktown Aeromodellers Annual Electric Fun-Fly	Blacktown	John Kastelan	02 9671 2340

April 2011

* 2-3	Heathcote Cup Glider Competition	Maddens Plains	Fred Lodden	02 9284 2017
8-10	Bowlye Scale Rally	Bowlye	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
10	2m Thermal Glider Competition Round 3	Queanbeyan	Fred Lambert	02 6297 3206
17	Warbirds for Dummies Fun Fly	Dubbo	Mike Leys	0429 634 767
22	Good Friday			
24	Easter Sunday			
25	Anzac Day			
26	Easter Monday			
31/4-1/5	Veterans Gathering	Muswellbrook	Luke Anderson	02 6541 2234

May 2011

* 1	Sportsman Pylon Racing (Q500 only)	Illawarra	Jeremy Randle	0418 390 446
13	MASNSW Annual General Meeting	TBA	Bob Carpenter	02 4577 6612
14-15	Australian Scale Aerobatics Association	Dubbo	Scott Todhunter	0428 658 844
* 21-22	Pattern (Aerobatics)	Coonabarabran	Tom Collinge	0400 403 151
21-22	Scale Fun Fly City of Maitland	Metford	Paul Robertson	02 4946 8334
* 22	2m Thermal Glider Competition Round 4	Salt Ash	Brian Lindsay	
28-29	Sportsman Pylon Racing (Q500 & F400 / F3D)	Pitt Town	Jeremy Randle	0418 390 446

June 2011

* 4-5	NSW Large Scale	Taree	John Rolfe or Dean Erby	02 9734 6288 0437 397 451
10	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
13	Queen's Birthday			
19-20	NSW Large Scale (alternative if 4-5 Jun washed out)	Taree	John Rolfe or Dean Erby	02 9734 6288 0437 397 451

July 2011

2-3	Sportsman Pylon Racing (Q500 & F400 / F3D)	Nowra	Jeremy Randle	0418 390 446
8	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
* 13-14	NSWSAS Scale Round Three	Blacktown	John Rolfe	02 9734 6288
* 23-24	Pattern (Aerobatics)	Wingham	Tom Collinge	0400 403 151
* 30-31	Sportsman Pylon Racing (Q500 & F400 / F3D)	Pitt Town	Jeremy Randle	0418 390 446

August 2011

12	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
13-14	NSW Scale State Champs F4C, Stand Off, & Open	Richmond	John Rolfe	02 9734 6288
28	Pattern (Aerobatics)	Illawarra	Tom Collinge	0400 403 151

September 2011

9	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
11	Dubbo Annual Fun Fly	Dubbo	Dave Churchill	0429 885 261
16-25	Manilla Slope festival	Manilla	Stephen Wenban	0437 032 660
* 17-18	2m Thermal Glider Competition Round 5	Cowra	Wayne Symons	02 6342 4525
* 17-18	NSWSAS Scale Round Four	Richmond	John Rolfe	02 9734 6288
* 24-25	Pattern (Aerobatics)	Gunnedah	Tom Collinge	0400 403 151
TBA	Sportsman Pylon Racing (Q500 & F400 only)	Marulan	Jeremy Randle	0418 390 446

October 2011

3	Labour Day			
14	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
23	2m Thermal glider Competition Round 6	Maddens Plains	Fred Lodden	02 9284 2017
TBA	Sportsman Pylon Racing (Q500 & F400 / F3D)	Marulan	Jeremy Randle	0418 390 446

November 2011

11	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612
* 13	2m Thermal Glider Competition Round 7	Shoalhaven	Ian Avery	02 4232 1093

December 2011

* 3-4	NSWSAS Round 5	Orange	John Rolfe	02 9734 6288
9	MASNSW General Meeting	TBA	Bob Carpenter	02 4577 6612

Assembling the Mighty Eighth



For this, our second aviation general interest piece, I've come across an interesting story posted on the Memphis Belle Memorial Association website (http://www.memphisbelle.com/index.php?option=com_content&task=view&id=39&Itemid=35) by Lt Col (Ret'd) Leslie Lennox. It concerns the tremendous effort involved in assembling some 1200 USAAC B17 and B24 bombers for daylight raids on German occupied Europe. Although I attribute the article to the Memphis Belle Memorial Association website, it turns up on the web in many, many places. It is quite a lengthy story so I've decided to serialise it over the next 2 – 3 issues. Incidentally, Val Preston from the Grafton Model Aircraft Club has contacted me to advise that he personally witnessed the Runaway Auster saga (featured in the December Newsletter) from Manly. Is there anyone else out there who saw it? Anyway, on with the story.....

"Of all the stories that have been written, and movies that have been shown, about the 8th Air Force, very little attention has been given to what was involved in assembling 1200 B-17's and B-24's each day, to get them in formation to carry out a strike against Germany. Certainly showing bombers under attack by fighters, or encountering heavy flak, was a reality, and are interesting to watch. Also, stories about some of the rougher missions make interesting reading. But what was going on over England, each morning, could get just as scary to the crews as the time spent over some of the targets. The planning, and coordination, that had to be accomplished during the night, by the operations planners of each Group, so that the crews could be briefed, was unbelievable. If the planners had failed to do their jobs properly, there would have been a free for all among Bomb Groups, in the skies over England.

The rendezvous points, altitude, and times had to be precise, and known by all of the crews, before the Eighth Air Force could get in formation. The success of the planners, in accomplishing their mission, enabled the Eighth Air Force to become the most powerful air armada ever assembled. In my view, how this was accomplished is one of the major untold stories of the war.

I was a pilot in the 95th Bomb Group, in late 1944 and early 1945, and what follows is a typical mission, as I remember it, from a crew member's perspective.

Early in the evening, our Squadron Operations would post the names of the crews that were scheduled to fly the following day. There were two ways we could be notified if the Group had been alerted to fly. One was by means of lights on the front of the orderly room, and the other with raising of colored flags. If a green light was on, the Group was alerted, if a red light was on we would fly, and if a white light was on, the Group would stand down. The light was monitored frequently throughout the evening to learn our status and, normally, we would know before going to bed if we would be flying the next day.

On the morning of a mission, the CQ (charge of quarters) would awaken the crews about four or five o'clock, depending on takeoff time. The questions we always asked were, "What is the fuel load?" and, "What is the bomb load?" If his answer was, "full Tokyo tanks," we knew we would be going deep into Germany.

Shortly after being awakened, "6-by" trucks would start shuttling us to the mess hall. We always had all the fresh eggs we could eat, when flying a mission. After breakfast, the trucks carried us to the briefing room. All of the crew members attended the main briefing, and then the Navigators, Bombardiers and Radio operators went to a specialized briefing. At the main briefing, in addition to the target information --anti-aircraft guns, fighter escort and route in--we received a sheet showing our location in the formation, the call signs for the day and all the information we would need to assemble our Group and get into the bomber stream.

After briefing, we got into our flight gear, drew our parachutes and loaded onto the trucks for a ride to our plane. We were now guided by the time on our daily briefing sheet. We started engines at a given time and

watched for the airplane we would be flying in formation with to taxi past, then we would taxi behind him. We were following strict radio silence.

We were now parked, nose to tail around the perimeter, on both sides of the active runway, and extremely vulnerable to a fighter strafing attack. At the designated takeoff time, a green flare would be fired and takeoff would begin. Every thirty seconds an airplane started takeoff roll. We were lined up on the perimeter so that the 12 airplanes of the high squadron would take off first, followed by the lead and then the low squadron.

Each Group had a pattern for the airplanes to fly during climb to assembly altitude. Some would fly a triangle, some a rectangle and our Group flew a circle, using a "Buncher" (a low frequency radio station) which was located on our station. The patterns for each Group fit together like a jig saw puzzle. Unfortunately, strong winds aloft would destroy the integrity of the patterns, and there would be considerable over running of each other's patterns.

Many of our takeoffs were made before daylight, during the winter of '44 and '45, when I was there, so it was not uncommon to climb through several thousand feet of cloud overcast. Also it was not uncommon to experience one or two near misses while climbing through the clouds, although you would never see the other airplane. You knew you had just had a near miss, when suddenly the airplane would shake violently as it hit the prop wash of another plane. It was a wonderful feeling to break out on top, so you could watch for other planes, to keep from running into each other. To add to the congestion we were creating, the Royal Air Force Lancasters, Halifaxes, and Wimpys would be returning from their night missions, and flying through our formations. Needless to say, pilots had to keep their heads on a swivel and their eyes out of the cockpit.

After takeoff, the squadron lead would fire a flare every 30 seconds, so that we could keep him located and enable us to get into formation quicker. The color of our Group flare was red-green. The first thing you would see, when breaking out of the clouds, was a sky filled with pyrotechnics, so you had to search the sky for the Group flare, which would identify the lead airplane of your Squadron. Once you had it located, you could adjust your pattern to climb more quickly into formation with him. As each airplane pulled into formation, they would also fire a flare, with the lead plane, making it much easier for the following aircraft to keep him in sight. I think most crew members would probably agree that the pyrotechnic show, in the skies over England, in the morning when the Eighth was assembling, was a rare sight to behold."

to be continued



Club News & Reports

Grafton Model Aircraft Club

Grafton Model Aircraft Club members were involved in a very gratifying and heart warming exercise during the latter half of 2010. Club member and Gold Wing Instructor, Val Preston, received a phone call from a local resident whose grandson was coming for a visit from his home in Canada.



John Windred gives a ground briefing to Nathan before first flight. John's dog Princess is the assistant instructor!

Training was done midweek over two morning sessions with Nathan going solo on the second day. It was a special moment for his grandfather who could not express his gratitude enough.



A happy Nathan standing beside his aircraft after his solo flight

As a matter of interest Val Preston is 83½ and John Windred is 67. You are never too old! Isn't this story what modelling is all about.

Val Preston

The boy was a 17 year old whose burning ambition was to learn to fly a model plane. His name was Nathan Moore and he was autistic. His grandfather had purchased a foam Cessna 182, ready to fly, which he brought to Val's home for assembly.

The TX was Mode 1 and as Val flies Mode 2 he called upon fellow qualified instructor and club Life Member John Windred who flies Mode 1. Both Val and John were quietly confident that they could help Nathan achieve something that meant so much to him.

Nathan proved to be a lovely young person despite being very withdrawn, speaking very softly and only now and again. It soon became apparent after flying lessons commenced that he was highly intelligent.

John was very professional in his preflight briefings and flying lessons even though some parts may have stressful he was always ready with compassion and understanding for his pupil.



Nathan under instruction with John!

Fast forward to last December when Nathan returned with his parents and visited our club field to express their gratitude. His medical people at Kingston, his home town in Canada have been amazed at his new found confidence and have reduced his medication. He is now flying at a big model club in his area at home and has two engine powered models. He has also taken out

membership with a large indoor flying club which operates in a huge auditorium in the area. This club only accepts Mode 2 fliers! so Nathan has now changed to Mode 2. (Val says he is going to Canada to live as Canadians must be very intelligent people)!

John Windred put Nathan through for our Bronze wings which he wears with so much pride. His grandfather is taking out a membership for him in our club.



Nathan receiving his Bronze wings and certificate

Hawkesbury Model Air Sports

Ben Welsh having a ball at HMAS launching his HobbyKing electric Skyfun.



He has a hot heli motor and some added go-fast-stripes underneath for visibility....one of the fastest models at the field....tough and reliable.

Photo by Peter Creaser

Hastings Radio Modellers

Dean Crossingham's 3.1 metre wingspan Edge 540.

Powered by a 116c.c. MVVS twin cylinder gas engine and weighs around 45 lbs.



I took the aerial photos at Coffs Harbour in June 2010 in the late afternoon. I understand Dean has been invited to become a member of the NSW State Aerobatic team.

Regards
Graeme Swalwell VH19937



Werrington Park Model Aero Club



More of Dave
Middleton's Modeltech
SE5A – see front cover
for details.



Upcoming Events



COMSOA SCALE FUN FLY

21st & 22nd
MAY 2011

METFORD FLYING FIELD

\$1100 Prize Pool

CATEGORIES:

CIVILIAN & MILITARY

UNDER & OVER 7Kg

SPORTS MODEL

JET

PROGRAMME:

21st - Free Flying

22nd - Organised Flying for each category

Judging by entrants for 1st, 2nd and 3rd places

Includes Model Of The Meet

FACILITIES:

CANTEEN-Cold Drinks

Free Tea & Coffee all weekend

Lunch both days

Entry fee includes free Lunch (*Sunday*)

CAMPING at the Flying Field is available

(Includes cold water and toilet - no power)

OTHER INFO:

Draw for Pre Entries - \$100 Open Order

Previous entrant invitations sent 6-8 weeks prior to event date

If you haven't previously attended - contact

Stewart Brackley - 4947 0586

General Enquiries contact Paul Robertson - 4946 8334

www.comsoa.com





NSW PYLON
RACING CLUB inc



**Q500, F3D & F400 PYLON
RACING AT**

Shoalhaven Model Flying Club (NOWRA)

12th-13th March 2011

9:30 am Pilot briefing Sunday raceday

Practice Saturday 12th March from noon

PLEASE NOTE-ENTRIES CLOSE 9:00 am SUNDAY

Please contact Jeremy Randall for confirmation.

Location: Heading south on the Princes Highway about 120km from Sydney into Nowra. After crossing the Shoalhaven River Travel 2.6km and turn right into Kalandar Street. Travel west next to the cemetery for 350m to the roundabout and turn left into Albatross Road. Travel approx 1.7km to the entrance to the Greyhound Track on the left. Follow the signs in.

Must have proof of current MAAA membership

Novices and New Racers Always Welcome

Contact: Jeremy Randle 0418390446

Or check out the Web site

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

FUEL SUPPLIED ON RACE DAY

Blacktown Aeromodellers Club Inc. Sydney Electric Fly – in 2011

sponsored by Kellett's Hobbies

**To all MAAA members &
bona fide visitors.**

Join us on Sunday the 27th March
2011 for our Annual Electric Fly-In.

If you have an electric model come
along and joins in. No contests, just
a day of fun!

Entrance is in Western Sydney
Parklands on the Great Western
Hwy, Doonside, between Doonside
Road & the M7 (ref. Gregory's map
272/273).

Gates open – 8 a.m.



Food & Drinks Available & category prizes.

Flyers entry fee - \$15 including lunch and category prizes also.

Details –Phone: John Rourke, (02) 9907 4271 After hours or
John Kastelan (02) 9671 2340



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 bnnharper@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
Enquiries and Mailing list 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

Various Items

Item 3	Landing gear (new in packet) – large 8-15lb models.	\$10
Item 4	Landing gear (new in packet) – large 8-15lb models.	\$10
Item 8	DuBro fuel tank pump.	Offer
Item 13	Laser fibreglass fuselage, Model flight foam core balsa covered foam wings (builder's kit).	\$50
Item 14	F3A Aerobatic Bootlegger kit. 60 powered. 70s style. Fibreglass fuselage & foam wings (builder's kit).	\$80

**Contact: Steve Vickers 02 9997 8885, or
Bob Carpenter 02 4577 6612 (after 6pm)**

World Models P-51D Mustang GS Silver Double Trouble (Yellow/Black Cowl).



- Wing Span: 80.5 in/2040 mm.
- Wing Area: 1155 sq in/74.5 sq dm.
- Flying Weight: 15.0 lbs/6800 g.
- Fuselage Length: 70.5 in/1790 mm.
- Engine Required: 2C 1.6 cu.in (glow) or 4C 1.8 cu.in (glow).
- Radio Required: 6 channels, 9 servos.

GS stands for Giant Scale! Another Super model in the World's Giant Scale warbirds collection. Simply the best large models in A.R.T.F on the market. Scale plastic spinner with aluminium backplate. Detachable 2 piece main

wing. Detachable stabilizer. Spring loaded mechanical retractable landing gear. Large main wheels (dim 103mm/4 in.). Pre-hinged flaps for smoother landings. Pull-pull controls on rudder and elevator for more precise control. Elevator bellcrank to eliminate any differential throw. Hand painted fibreglass cowling with clear 3D template. Hand painted canopy and pilot. Premium hand iron-on covering film.

Brand new in box. \$400

**Call Mick
Ph: 0417 653 291**

Six brand new JR ES579 Servos Metal Geared - \$40 each servo

- Torque 8.3 kg/cm
- Speed 0.23 sec/60deg
- Gear type Metal
- Case type Plastic
- Amplifier Analog
- Size 32.5x19x38.5
- Weight 48g

MT 42CC Single Cylinder Gasoline Engine With Rcxel Electronic Ignition & Muffler - Brand New, Never Used \$220

- Configuration: 2c single cylinder
- Electronic ignition - RCEXL CDI
- Battery 4.8-6v
- Muffler
- Walbro carb
- 3 H.P
- 1200 to 9000 RPM
- Weight including muffler, ignition & stand offs = 1520g
- Fuel : Petrol/Gasoline - Unleaded 2 stroke 40:1/50:1

JR RD921 9-Channel Receiver with DSM2 2.4GHz Technology, Dual Sat Receiver with JR Heavy Duty on/off Switch - Brand New, Never Used \$110

- Type: Full-range dual receiver
- Channels: 9
- Modulation: Full DSM2
- Band: 2.4GHz
- Dimensions: 31 x 48.4 x13.9 mm
- Weight: 16 g
- Includes Spektrum 2.4GHz DSM technology
- DualLink System employs dual receiver for a robust link
- Up to 4 receiver can be employed for special applications
- Dual battery ports
- Eliminates interference from internal or external sources
- The easiest, safest way to fly!

Various Items

- 1X New 20x10 Bolly Wooden 2 blade Prop \$22
- 1X New 20x8 Xoar Woonen 2 blade Prop \$18
- 1X New Opto Rcxel Remote Kill Switch \$18
- 1x Du-Bro E/Z Filling Valve \$10
- 1x Hanger 9 Ultra Hand Fuel Pump \$15
- 1x Sullivan Double Screen Fuel Filter \$6

Will work out a special deal if you want to purchase as a full lot, just give me a call.

Call Mick

Ph: 0417 653 291



WESTLAND LYSANDER

120" WINGSPAN

- Magnum five cylinder radial (64cc) with OS carby.
- Microsens on board glow unit with battery.
- JR Ten channel PCM Receiver - ten servos
- 2000 mAh.Eneloop battery.
- A.H.Design Pilot.
- Static and flying prop.-
- Features
 - Operating leading edge Slats,
 - Flaps,
 - Bomb release,
 - Landing lights,
 - Oleo struts,
 - Sliding canopies

Add Transmitter and ready to fly.

Price: \$2750. [Negotiable] Also available without Radio or Engine

PHONE ALF WILLIAMS 02 4943 5233

E-MAIL alfred.c.williams@bigpond.com



HAWKER TYPHOON

2312 mm WINGSPAN

- Laser 300 V Twin 50cc.
- On board glow.
- Ten channel JR receiver.
- Ten high quality servos.
- Custom 400 series retracts-tail wheel retract.
- Servo operated canopy.
- Two droppable bombs.
- Flying and static props.
- Petes pilot.
- Landing lights.

Add Transmitter and ready to fly.

Price: \$2500. [Negotiable] Also available without Radio or Engine.

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E-MAIL alfred.c.williams@bigpond.com



ESM BEECHCRAFT BONANZA A36

2032mm WINGSPAN

- Fibreglass fuselage.
- New wing built in balsa, with washout.
- Engine OS FS200S.
- JR 9Channel PPM Radio.
- Eight high quality servos.
- ESM Retracts.
-

Price: \$780.00 [Negotiable] Also available without Radio or Engine.

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