

Newsletter 334

April 2011



James Ellingford and Phil Celima with Skymaster T33
at Charles Kingsford Smith Model Aircraft Club (Pittown). Read more on Page 22.
(photo courtesy of James Ellingford – CKSMAC)

Note:

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

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Diary Notes

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

Following MAS Meeting: AGM - Friday 13 May 2011 at 8:00pm.
Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Newsletter #335 (May 2011) deadline for submissions:

Tuesday 12 April 2011

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From the Editor

Welcome to the April Issue of the MASNSW Newsletter. Our Last Business Meeting, held on 12 March was hosted by the Forster Great Lakes Model Aero Club at Club Forster. There was a good turn out and most of the Executive were able to make the journey from Sydney. Steve Norrie, the Public Relations Officer has provided a full report with photos on Page 5.

Our General Interest piece for this month was submitted by MASNSW President Bob Carpenter and in it he reminisces about his RAAF service as a C130 Flight Engineer on the Air Show Circuit. I've had more letters from readers advising that they too witnessed firsthand the "Runaway Auster" from the December issue – I think that's four so far.

The next MASNSW Business Meeting will be back at Workers Parramatta, starting at 8:00pm on Friday 8th April. This will be the last Business Meeting before the AGM in May. The meetings are well run and kept to the agenda with time for general business and questions at the end. All members and observers are most welcome.

Other than that, I've had a pretty lean time of it so far this year, managing to be away from the flying field on either work or family business on at least half of the weekends to date Coupled with the generally abysmal weather that we have I may have to sit for my wings again next time I fly.

As always, happy flying, Ed.

Just to fill the space, a photo of the "Connie" taken at the "Wings over the Gong", in 2009 if my memory serves me correctly.



Forster Country Meeting

On Saturday 12th March 2011 the committee travelled to Forster for the March meeting, this meeting was hosted by the Forster Great Lakes Model Aero Club and held at Club Forster.

After the meeting, which was well attended and lasted approx 1.5hrs, we all adjourned to the club bistro for great meal and some socializing with the local modellers.



We were invited to attend the Club's flying field on Sunday. The Forster Great Lakes Model Aero Club is a new club of approximately 20 members, all of whom are very active in creating what will become an excellent flying site. The field, just south of Forster was in very good condition and it is only 14 weeks old. There is already a small club house complete with solar power to operate

lighting and the all important battery chargers. A small rain water tank provides water for coffee/tea and washing-up. The pit area has setup tables to make model assembly easy and permanent starting positions complete with model restraints.

Many thanks to Peter Coles and his team for their hospitality over the weekend, especially Elaine (Peter's Wife) for providing lunch and morning tea for all at the field.



Cheers,

Steve Norrie



Minutes

Miniature Aero Sports NSW Inc

Business Meeting

Club Forster, 19 Strand Street, Forster NSW
12th of March 2011

Meeting Opened: The President Mr. Bob Carpenter declared the meeting open for business at 4:33pm (1633hrs) with a warm welcome to all in attendance, thanking the Host Club and introduced the Members of the Executive.

Attendance: Delegates from the following Clubs were present:

Werrington Park Model Aero Club, (WPMAC), Hawkesbury Model Air Sports (HMAS), Rise Off Water, (ROW), Macksville Miniature Aircraft Sport Flying Club (MMASFC), Appin Sport Aeromodellers Club, (ASAC), Forster Great Lakes Model Aero Club (FGLMAC), Forster Tuncurry Model Aero Club (FTMAC), Feral Flyers Model Aero Club

Observers and Visitors present:

Corey Carpenter (HMAS)

Apologies: The following apologies were received:

Mike Close (SRCS), Bob Bishop (CMAC), George Atkinson (WRCS), Frank Regan (Feral Flyers)

Minutes: Motion that the minutes of the meetings held on the 11th February 2011 as distributed in the Newsletter 333 and also Emailed be accepted as a true and accurate record of that meeting.

Moved, ROW **Seconded,** ASAC **Carried,** Unanimously

Business arising from the Minutes.

No Business Arising

Correspondence:

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

Correspondence In From MAAA

- M 1.1 MAAA Permit to Fly Forms Available on the MAAA Web Site
- * M 1.2 MAAA Form 038 MOP Form Available from the 13th Feb 2011 on the MAAA Web Site
- * M 1.3 MAAA Christchurch Disaster
- M 1.4 MAAA MAAA Manual of Procedures (MOP) Update – Hard Copy
- * M 1.5 MAAA Council Agenda Received
- M 1.6 MAAA Situation with CASA at Xmas
- M 1.7 MAAA Inspector Appointments
- M 1.8 MAAA CIAM Flyer
- M 1.9 MAAA Secretary out of Office to attend AMA, BMFA, and CIAM Meetings
- M 1.10 MAAA Inspector Appointment more information required
- M 1.11 MAAA Minutes of the January 2011 MAAA Executive Teleconference held Sunday 13 February 2011

From other than MAAA :

- | | | |
|--------|--|--|
| C 2.1 | Mark Chapman | UMAC Secretary Position for Mark Chapman |
| C 2.2 | Mick Derrig | 2 x 3YR Permit to Fly Forms |
| C 2.3 | Robert Marshall | Change of address sent to Dave Lewis |
| C 2.4 | Rod Richardson | Bronze Wings Badges for SSSFA |
| C 2.5 | Michael Neuendorf | 3YR Permit to Fly Form No 015-0671 |
| C 2.6 | Bob Carpenter | MAAA Sub Committee Members |
| C 2.7 | Peter Coles | Invitation to Country Meeting at Club Forester 12/3/2011 |
| C 2.8 | Mark Chapman | Change of Secretary & Instructors Badge Replacement |
| C 2.9 | John Lysaght | 4 x Gas Turbine & 4 x Heavy/Giant Model Permit to Fly Forms |
| C 2.10 | Philip Crandon | 2 x 3YR Permit to Fly Forms |
| C 2.11 | Jeremy Daly | 2 x 3YR Permit to Fly Forms & 2 x Gas Turbine Inspection Forms |
| C 2.12 | Robert Carpenter | Graham Goodworth's Gold Wings Paper work |
| C 2.13 | Rodney Davis | MOP Certification |
| C 2.14 | Robert Bishop | Cootamundra Flying Field Payments |
| C 2.15 | Adam Argus | Association Membership Rejection of Adam Argus |
| C 2.16 | Adam Argus | Formal Complaint |
| C 2.17 | Peter Coles | Accommodation 12th March |
| C 2.18 | Tom Prosser | Missing MOP Form & request for 2 x 3YR Permit to Fly Forms |
| C 2.19 | iinet.Limited Acc | Invoice_27751752.pdf |
| C 2.20 | Dan Aepaclin | 5 x 3YR Permit to Fly Forms |
| C 2.21 | AGM | 1 - Nomination received |
| C 2.22 | David Balfour | Events Calendar (DAVE LEWIS) |
| C 2.23 | Jeremy Randle | Photo Copy of 3YR Permit to Fly No 015-2779 |
| C 2.24 | Mike McMahon | Archville Eagles obtaining Gold Wings & Instructor Rating |
| C 2.25 | Bob Carpenter | Letter regarding multi frequencies use |
| C 2.26 | Jeremy Randle | MOP Forms |
| C 2.27 | Robin Shoebridge | 2 x 3YR Permit to Fly Forms |
| C 2.28 | Robert Carpenter | Procedure for Nominating for Committee Member AGM 2011/2012 |
| C 2.29 | Ian Thompson | Correspondence concerning up dating from FW-RW 25 to FW-RW 50 |
| C 2.30 | Ian Thompson | Application for Ian Thompson to become FW – RW 50 Inspector |
| C 2.31 | Bill Garrod | Completed Bronze Wings for Francisco Ruiz AUS No 59639 Arthur Davies
AUS No 71441 |
| C 2.32 | Robert Carpenter | MAAA Council Conference |
| C 2.33 | Dave Lewis | NSW Pattern Flyers Special Interest Association |
| C 2.34 | Ian Thompson | FW 50 Old Forms & New Forms |
| C 2.35 | Robert Carpenter | Council Agenda |
| C 2.36 | Darryl Reilly | 5 x 3YR Permit to Fly Forms |
| C 2.37 | Peter Reid | Public Display |
| C 2.38 | Martin Cochrane | False Documents |
| C 2.39 | Mike McMahon | Archville Eagles totally new Committee & Grounds Man |
| C 2.40 | Robert Bishop | List of MASNSW Property |
| C 2.41 | Dave Lewis | MASNSW Point Score Competition 2011 |
| C 2.42 | Mark Locock | 2 x heavy Model & Gas Turbine Forms |
| C 2.43 | Received completed Large Model Permits to fly forms from the following:
Shane McMillan, Brad Trudgen, Alf Williams, Brad Trudgen, Jeremy Randle, Thomas Bently Prosser, Paul Whiteman, Michael Neuendorf, Brian Athol Sawtell, Stewart Brackley, Brendon Hunt, Alex TodHunter, Neal Collins. | |
| C 2.44 | Received Cancelled Large Model Permits to fly forms from the following:
None Received. | |
| C 2.45 | Received Completed Turbine Powered Model Permits to fly forms from the following:
None Received | |

*

C 2.46 **Received Cancelled Turbine Powered Model Permits to fly forms from the following:**
None Received

Newsletters Received:

N 1.1 Bega District Model Club January 2011

Correspondence Out:

To MAAA:

M 3.1	MAAA	Tim Nolan explanation for Trevor Shelvey application for Heavy Model Inspector FW25.
M 3.2	MAAA	Application for George Henry Atkinson for FW – RW 25 Inspector
M 3.3	MAAA	Notified Kevin Dodd of my retirement & request for MOP Forms which are now available on the MAAA Web Site
M 3.4	MAAA	Application for Ian Thompson to upgrade his Inspector Rating from FW – RW 25 to FW – RW 50 Inspector
M 3.5	MAAA	Request for 200 x Power Bronze Wings & 200 Heli Bronze Wings

To other than MAAA:

C 4.1	John Kastalen	10 x Bronze Wings 10 x Trainee Log Books
C 4.2	Robert Carpenter	MAAA Sub Committee Members
C 4.3	Dave Lewis	UMAC Secretary Change
C 4.4	Peter Coles	Accommodation 12th March
C 4.5	John Lysaght	4 x Gas Turbine & 4 x 3YR Permit to Fly Forms
C 4.6	Rodney Davis	Certification of own models
C 4.7	Jeremy Daly	2 x Gas Turbine & 2 x 3YR Permit to Fly Forms
C 4.8	Philip Crandon	2 X 3yr Permit to Fly Forms
C 4.9	Robert Bishop	Information relating to the Cootamundra Flying Field
C 4.10	Tom Prosser	2 x 3YR Permit to Fly Forms
C 4.11	Trevor Shelvey	Inspector Appointment Information
C 4.12	Dan Aepaclin	5 x 3YR Permit to Fly Forms
C 4.13	Robert Carpenter	Archival Eagles Member Gold Wings Application Form
C 4.14	Jeremy Randle	MOP Forms Received
C 4.15	Laurie Reily	Letter from MASNSW Explanation of Frequency use
C 4.16	Mike McMahan	Telephone call
C 4.17	Robin Shoebridge	2 x 3YR Permit to Fly Forms
C 4.18	Robert Carpenter	MAAA Conference Agenda
C 4.19	Ian Thompson	50 FW Inspection Forms
C 4.20	Darryl Reilly	5 x 3YR Permit to Fly Forms
C 4.21	Peter Reid	Public Display
C 4.22	Mark Locock	2 x Heavy Model & Gas Turbine Forms

Business Arising from Correspondence:

M1.2 MAAA Form 038 MOP Form now available from the 13th Feb 2011 on the MAAA Web Site. The new MOP procedure has been published on the MAAA Website – the new form is only two part with one part being sent off to the State Secretary. The older three part form is still acceptable and can continue to be used until stocks run out. Discussion was held regarding why there was only two parts. It was recommended that if either the inspector or the owner of the Aircraft need to more copies they could of course make them if they wished.

M1.3	MAAA	Christchurch Disaster MAAA had written to the Secretary of Model Flying New Zealand to express the sympathy and condolences to those affected by the Earthquake in New Zealand
M1.5	MAAA	Agenda for Council Conference 21-22 May 2011 Items that we wanted placed on the Agenda have been accepted – in particular looking to put in place some form of disciplinary procedure at MAAA level in regard to Gold Wings and Instructor Ratings that may have been fraudulently obtained or obtained outside of MAAA guidelines – as currently no procedure exists
C2.35	MASNSW	To MAAA regarding to Agenda item for Council Conference (see M1.5)
C2.25	MASNSW	The President has responded to a letter raised at last meeting regarding the complaint that some Clubs, Events, and Competition organisers were restricting the use of valid Frequencies (27, 29, 36, 40Mhz) in favour of 2.4Ghz. The President explained that the frequencies are indeed legal, however the decision to only allow the use of 2.4Ghz could be made at local level based on common sense to cover practical and safety factors such as close proximity of other R/C operations. Short discussion on the use of 2.4Ghz

Late Correspondence:

Nil

Motion that the inward correspondence is accepted and the outward correspondence be adopted
Moved, Forster Tuncurry **Seconded**, Feral Flyers **Carried**, Unanimously

Reports:

Treasurers Report for February 2010 prepared by Bob Bishop – read to the Meeting by Steve Norrie

During the month we had three accounts for payment from Westonprint, this was because they were being sent to an unknown address and were mislaid. This problem has been resolved.

The amount of \$572.00 was collected at the Life Members Dinner and Banked

Additional to this month's report is the information requested by members at the last meeting on the payment details for the Cootamundra Flying Field. How often would the members like this to be included as it does not vary much each month? As per our Statement of "Rules & By-Laws Paragraph 11 (i)" I am required to close the books at the 31st of March and forward them to the Auditors.

If anyone has equipment belonging to the Association that I do not know of, would you please contact me with the relevant details so it can be added to the depreciation sheet.

Regards,

Bob Bishop
Treasurer MASNSW

Business Arising from the Treasurers Report: There was no business arising.

The meeting was asked for approval that the accounts be paid

Moved, Feral Flyers **Seconded**, Forster Tuncurry **Carried**, Unanimously

A short discussion was held regarding depreciation on equipment held by the Association, this is in the form of older computers, printers, faxes photocopyers etc. Resolution is to be sought from Auditors.

Discussion on the State Flying Field Mortgage - Should we pay it off immediately? – Currently we are making more money from the interest on our savings that we are paying on the Mortgage. The meeting agreed to not pay it off immediately. The report on the state of the Mortgage to be printed quarterly as part of the Treasurers report

President: Bob Carpenter

I would like to thank the Foster Great Lakes Model Aero Club for hosting this Country meeting of MAS NSW. It is always a pleasure to take the meetings to the country and show members that are not located in Sydney the faces of the Executive and also allow the opportunity to answer all your questions and clear up any problems that you may have. This does not have to be in the formal structure of the meeting but also when we are at the field tomorrow. All members of the executive are only too willing to answer all your questions, so feel free to ask.

Vice President: - Tim Nolan Nil

Assistant Secretary: - Dave Lewis Nil

Registrar: - Dave Lewis:

Current Year		New to System	Last Year
Seniors	1685	208	1650
Pensioners	488	33	436
Juniors	105	31	107
No. of Clubs	97	3	91
Total Membership	2278	272	2193

Newsletter Editor and Webmaster: - Rob Masters:

Newsletter - Nothing to report

Website

Changed the map tool used to generate the "Member Clubs" location page.

Now using Mapbuilder.net, also a free tool (no cost to members). Much easier to from the website point of view and provides a better user interface for visitors.

Visitors this month other than Australia include US, Netherlands, Greece, Indonesia, Germany and Russia (Georgia).

Most popular pages are Member Clubs, Contact Us and Rolling Calendar.

C.A.S.A Liaison Officer: - Daniel de Vries: Nil

Chief Flying Instructor: - Bob Carpenter:

I have pleasure in announcing that the administrative paperwork has been completed for the last member from the January Instructors course, Daniel Adams (AUS 52349) from the Gosford Club has successfully completed all areas of the Course and will be promulgated as a Fixed Wing Power Instructor.

I am taking this opportunity explain the format that is now being used on the Instructors Course and Workshop and answer any questions that may result. The key point of the new structure is to provide an opportunity for those who wish to be instructors to not only be provided the tools and methods of Instructing but also to provide information and sources for all those areas that new students continually ask of their Instructors. The workshop section of the course is a Refresher course for those Instructors that wish to be renew the knowledge in an environment where we are all able to freely discuss the advances in technology and procedures. One of the key areas we have found whilst providing these courses is that new Instructors are able to fly the required manoeuvres but have difficulty in talking at the same time and explaining to the new student what they are doing with their hands and the controls on the Transmitter.

Question from the floor regarding a Fixed Wing Power Instructor testing a candidate for Glider Wings – the CFI would be happy to sign off on the paper work when briefed by the instructor that the test had been successfully completed

Public Relations Officer: - Steve Norrie: Nil

Education Officer: - Mike Close:

Education Report March 2011
Mike Close
MASNSW Education

I occasionally have to remind those are interested in the MAAA Education scheme that it is much more than the Delta Darts, even though these are an excellent vehicle to promote modelling to the late Primary - early High School age group. Many of them have not had the opportunity to develop motor skills.

I know there are many out there who are doing something to promote aviation to the youth but I do not always get the feedback. Over the years many have been active for a period but I do not have a good list of those that are currently involved. This means that not only are there many exciting ideas that I am not aware of, but these are not shared with others either. Those involved may also be missing out on some support that the MAAA can give.

If you are doing anything to support education activities with a model aircraft basis I would love to hear from you. Please don't assume that I know who you are, I may but also I may not. Please just send me a brief email at mikeclose@optusnet.com.au.

I have one such recent contact from Tony Petrakis of the Cronulla Model Aero Club. As a High School teacher he has some advantages over the average modeller but he is so enthusiastic to share his passion for model aviation. He has been able to have students involved in model building and flying in the quiet two weeks before the end of the school year. This was with a group of year 9 boys, who embarked upon building an Electric Glider.

Everyone involved was very excited and he has other ideas that can be adopted at Club level and which all Clubs could consider.

- Demonstration visit to local High Schools
- Partnerships / Sponsorships with corporate companies
- Computers with Simulator / Flying programs on site at Flying Schools
- Cameras mounted on Trainers, so flights can be reviewed on computer on site
- Camps to State and National competitions
- Excursion to the Airport / talk to the pilots
- Links with flying organisations such as the Australian Air League

There are plenty of opportunities everywhere and once again I would like to have a list of those who are involved, or who like to be, to share ideas and generate even more enthusiasm.

State Flying Field Secretary: -Steve Norrie:

As reported last month the rain water tank has been placed on a new stand and is full of water, this tank supplies water to the kitchen. A picture of the structure is attached.

The weekend of the 26/27 February the Large Scale Aerobatics group used the State Flying Field for one of their events. From the chatter on their forum they had a good time. There were some issues with the grass being not prepared to their required standard. Our contractor who prepares the field does the final cut on the Friday before the weekend to ensure that it is to the required standard. We have checked with our Contractor who has advised us that he was at the field at 0900 on Friday 25th. The fliers who were in attendance at that time advised him that the final cut was not required.

To ensure that the field is ready for use we have put in place the above procedure. Would all groups or individuals take note of the above and ensure that there is no breakdown in communication when talking with our Contractors. If there are any problems feel free to contact me and we will have the problems rectified.

As a further note for Groups and individuals who are making use of the field, please ensure that all your fliers are aware of the exact days that you have the field. If you sign up for the weekend (Saturday and Sunday) it is expected that you will only be setting up the field from Lunch time on the Friday. This is to allow us to have the final cut of the

grass and any other requirements catered for. If you wish to use the field from early on Friday we need to know this in advance.

Cheers,

Steve.

Other Reports:- Nil

Motion to accept reports

Moved, Feral Flyers **Seconded,** Forster Great Lakes **Carried** Unanimously

Awards:

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

Terry Flatley	Lismore Model Flying Club	71502
William Mackenzie	Lismore Model Flying Club	59480
Martin Steel	Cronulla Model Aero Club	73707
David Phillip Maloney	Cronulla Model Aero Club	32551
Francisco Ruiz	Illarwarra Model Aero Club	59639
Mark Beckett	Warringah Radio Control Society	73714
Daniel P Haylock	UMAC Inc	73596
Peter Haylock	UMAC Inc	57262
Jim Romer	Lismore Model Flying Club	65276

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

Malcolm Campbell	Grafton Model Aircraft Club	64155
Stuart Dawson	Eurobodalla Model Aero Club	69031
Russell David Heilbronn	Lismore Model Flying Club	64316

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:

Phillip Chad	Hawkesbury Model Aero Sports	25176
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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

Motion to accept the awards

Moved, HMAS **Seconded,** Feral Flyers **Carried,** Unanimously

MAAA Inspector Approvals

Heavy Model FW 25 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:

None 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:

NSWSAS Scale Round One Appin Feb 2011

General Business:

First item of Business

The next Business Meeting of MASNSW will be held at the Workers Parramatta, 163-165 George Street, Parramatta Friday the 8th, of April 2011. The meeting to commence at 8.00pm, (2000hrs)

All Visitors and Observers are most welcome.

Heavy Model Inspections

- From the floor the question was asked why do we have to reapply every 3 years to be an MOP Inspector? The Vice President (who represents the Inspectors Tribunal) responded that the decision was made at MAAA level and is aimed at ensuring we have Inspectors that are current within our State Organisation.
- Further discussion about the merits of 3 Part MOP Forms – It is up to the individual to make extra copies if they feel the need to keep extra records. After discussion it was pointed out that this is the first month of operation for the new process – how about we run with it for the time being.
- Question asked - Can an MOP Inspector sign off on their own Aircraft? – the answer is yes for 7-25kg, however like most things – it never hurts to have an extra set of eyes. In the case of FW50 – the answer is no – there is a stricter requirement for that class of Aircraft.

MASNSW Costs of running

The President bought up the subject of the ongoing costs of providing all services to our members. We are now able to track the component costs of all our expenditure and the Executive will be analysing the costs and their breakdown prior to the AGM to provide to all members a plan for the future direction and finance of MASNSW. This will be the basis for the proposed fee structure for 2011/12.

One of the key areas that is consuming a large amount of money is the production costs of the Newsletter. Firstly let me state that I believe that our Newsletter is one of our main tools for communicating with the membership and there are no moves to remove this service.

We now have the situation where over half of our membership receive the Newsletter by Email with the remainder using the normal postal service. The production costs of printing the newsletter and distribution costs are continuing

to increase (as with everything today). We also have continual complaints about the postal service and the time it takes to actually receive the newsletter.

We (the Executive) need to know what the members wish us to do. Do you wish the whole membership to subsidise those who choose to use the Postal service or do we provide this service at an added cost?

Please note **NO DECISIONS HAVE BEEN MADE** we need your input to assist us in providing what you want. Let you club delegate know or contact the Secretary direct.

Discussion and feedback was mixed – Some prefer the Hard Copy, others like the Email because it arrives quicker. The Registrar and Newsletter Editor gave some background as to deadlines. It would appear that Australia Post can take over 4 working days to reach places like Forster and Macksville. Unfortunately we can't get the newsletter completed any earlier to allow for Australia Post being tardy

Meeting Closed

There being no further business before the meeting, the meeting was closed by the President at 6:15pm (1815hrs).

MASNSW 2011 Events Calendar

(Compiled 18/3/2011)

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

Those Events marked with an * are MASNSW Point Score Events.

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

April 2011

8-10	Bowlyie Scale Rally	Bowlyie	John Kinnane	0400 809 400
8	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
* 9-10	Pattern (Aerobatics)	Illawarra	Tom Collinge	0400 403 151
10	2m Thermal Glider	Queanbeyan	Fred Lambert	02 6297 3206
* 21-25	SAM 1788 Championships Old Timers	Canowindra	Peter J Smith	0423 452 879
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
1	Open Thermal Glider Competition	Gunnedah	Paul Hartley	02 6742 1926
13	MASNSW Annual General Meeting	Parramatta	Bob Carpenter	02 4577 6612
12-15	Belconnen Old Timer	Yass	Peter J Smith	0423 452 879
* 21-22	Pattern (Aerobatics)	Coonabarabran	Tom Collinge	0400 403 151
21-22	Scale Fun Fly City of Maitland	Metford	Paul Robertson	02 4946 8334
21-22	Twin Cities Autumn Scale Rally	Albury	David Balfour	02 6043 3169
* 22	2m Thermal Glider	Salt Ash	Brian Lindsay	02 4958 9910
28-29	Sportsman Pylon Racing (Q500 & F400 / F3D)	Pitt Town	Jeremy Randle	0418 390 446
28-29	NSW Large Scale State Championships	Taree	John Rolfe or Dean Erby	02 9734 6288 0437 397 451

June 2011

10	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
13	Queen's Birthday			
18-19	NSW Large Scale (alternative if 28-29 May washed out)	Taree	John Rolfe or Dean Erby	02 9734 6288 0437 397 451
* 18-19	New England Gas Champs Old Timers	Tamworth	Peter J Smith	0423 452 879

July 2011

2-3	Sportsman Pylon Racing (Q500 & F400 / F3D)	Nowra	Jeremy Randle	0418 390 446
2-3	Scale Event	Gunnedah	Paul Hartley	02 6742 1926
8	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
* 13-14	NSWSAS Scale Round 3	Blacktown	John Rolfe	02 9734 6288
* 23-24	Pattern (Aerobatics)	Wingham	Tom Collinge	0400 403 151
* 23-24	Golden West Old Timer Competition	Parkes	Peter J Smith	0423 452 879
30-31	Sportsman Pylon Racing (Q500 & F400 / F3D)	Pitt Town	Jeremy Randle	0418 390 446

August 2011

12	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
9-14	World Champs F3D Pylon Racing	Bundaberg QLD	Joe Luxford	0419 517 096
* 13-14	NSWSAS State Titles F4C, Standoff & Open Scale	Richmond	John Rolfe	02 9734 6288
* 20-21	FARCON CUP Old Timers	Cowra	Peter J Smith	0423 452 879
27-28	Oily Hand Old Timers	Cowra	Andy Luckett	02 6342 3054
28	Pattern (Aerobatics)	Illawarra	Tom Collinge	0400 403 151

September 2011

9	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
17-18	2m Thermal Glider	Cowra	Wayne Symons	02 6342 4525
* 17-18	NSW Scale Round 4	Richmond	John Rolfe	02 9734 6288
* 17-18	Pattern (Aerobatics)	Gunnedah	Tom Collinge	0400 403 151
16-25	Manilla Slope festival	Manilla	Stephen Wenban	0437 032 660
TBA	Sportsman Pylon Racing (Q500 & F400 only)	Marulan	Jeremy Randle	0418 390 446

October 2011

* 1-2	Eastern States Gas Champs Old Timers	Wangaratta	Peter J Smith	0423 452 879
3	Labour Day			
14	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
TBA	Sportsman Pylon Racing (Q500 & F400 / F3D)	Marulan	Jeremy Randle	0418 390 446
22-23	Twin Cities Float Plane Weekend	Albury	David Balfour	02 6043 3169
* 22-23	Lithgow Old Timer Weekend Old Timers	Lithgow	Dave Brown	02 6355 7298
* 23	2m Thermal Glider	Maddens Plains	Fred Lodden	02 9284 2017

November 2011

3-6	Temora Invitational Scale Classic	Temora	John Rolfe	02 9734 6288
11	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
* 13	2m Thermal Glider	Shoalhaven	Ian Avery	02 4232 1093
* 19-20	Muswellbrook Old Timer Weekend	Muswellbrook	Simon Bishop	02 6543 5170

December 2011

3-4	NSWSAS Round 5	Orange	John Rolfe	02 9734 6288
9	MASNSW General Meeting	Parramatta	Bob Carpenter	02 4577 6612
25	Christmas			
26	Boxing Day			



Seven Minutes on a Stallion

The following article was submitted by MASNSW President Bob Carpenter, reminiscing his time in the RAAF as a C130 Flight Engineer. I have a few more articles in the pipeline, kindly submitted by a number of MASNSW members. I'm limiting it to one general interest story per edition so these will appear over the next few issues. Always room for more so please keep them coming.

Friday 10 October 1986, 07:00 hours, the crew of Stallion 066 has assembled at aircraft 001, after completing the mornings preliminaries. The crew led by Training Flight Commander, SQNLDR Jeff Thyer are preparing for another four days away, trash hauling to Pearce — two days of Open Day displays and then return home carrying an Iroquois Helicopter in the back of 'Fat Albert'.

The crew has been selected to fly the handling displays at the open days this year, last weekend Amberley, this weekend Pearce and another one at Edinburgh in November. The crew is SQNLDR Jeff Thyer, third term flying C130s, previously flown C130A, Dakota, and Macchis as pilot, with close to 5000 hours flying, Flight Lieutenant Leighton Johannesen, a senior co-pilot, shortly to become a captain. He has previously flown Macchis, Bac1-11s, CT4s and the C130H with 1650 hours flying, he is the co—pilot.

WOFF Bob Carpenter is the Flight Engineer, 5300 hours of flying with 36SQN - C130As and Hs.

FSGT Graeme Clark and SGT 'Skip' George as Loadmasters, Graeme has been flying with 36SQN for four years and has 2300 hours of experience. Skip joined 36SQN from the RNZAF where he was a loadmaster on Andovers, C130Hs and Boeing 727s before seeing the light and moving to Australia — he has 4500 hours as a Loadmaster.

To round out the crew this weekend we are carrying a NAV because of the long distance trip and we are involved with parachutists; he is FLTLT Ian Plested, (Falkland veteran), ex-RAF Vulcans, Victors and HS125s; joined the RAAF in June 1985, and bought 4500 hours of experience with him, the old man of the crew.

This crew is a sample of the experience level of 36SQN, obviously a senior crew.

Today's trip is scheduled to take just under 70 hours at 18500 feet strong headwinds at height, so stay low and go, ground speed across to Pearce averages about 270-280 knots. As usual once airborne and away from home, the aircraft cruising, the discussions over the intercom are of a light hearted nature (women) interspersed with the required radio calls and technical discussions on what would you do if this happened. Various members of the crew use this opportunity to bring out some of their flying experiences. No one is trying 'oneupmanship' but these professionals are constantly striving to know more about their aircraft, its systems, and aviation in general. After adjusting their watches for the 2.0 hours time zone change, aircraft A97—001 touches down at Pearce at 1400 local time, but the day is not over yet.

After unloading, the aircraft is prepared for a display practice. Every airfield is slightly different and the crew wants to know, where the various taxiways and obstacles are such that their display is in front of the crowd to obtain the visual impact they are striving for, but above all they want a safe display, so practice they must. Three thirty and it's time to go. The only differences in the aircraft between now and when they arrived, is all unnecessary equipment has been removed from the Flight Deck, and the toilet removed from the back.

The NAV, Ian elects to stay on the ground and take care of some of the necessary domestic arrangements, also to let the crew know how it looks from the ground.

The boss calls 'crew check in' over the intercom, and within a space of 5 minutes aircraft A97—001 is ready to taxi.

The radio call from Leighton "Pearce ground Stallion 066 ready to taxi for handling display". Pearce ground gives the clearance and the Stallion taxis to the threshold of runway 36, cross wind of 5 knots. Tower clears the Stallion for takeoff, power is applied and brakes released. At 125 knots the co-pilot calls "rotate, a gentle climb to 2000 feet five miles to the east and the run in commences, power up to 18000 inch pounds of torque descending to 200 feet AGL down the length of runway 23. Airspeed over the runway 320 knots, pull up into a fan pitch and touch and go on runway 36 and the practice continues.

Six minutes later the Stallion is back on the ground. First practice complete, the crew debriefs in conjunction with the NAV, a couple of points to watch for tomorrow and then, finally the crew relaxes for the night.

Saturday and the Airshow brief is held at 1000 hours in the Operations room. The Loadmasters are the only members of the crew not present, they are rigging the aircraft for the parachute drops. The OC of PEARCE Air Commodore G.W. Neil DFC, thanks everybody for attending and again the message comes across – enjoy and display, but above all, be safe.

The purpose of Saturday's display is for timing and a full dress rehearsal - this display is also open for the dependants and various charities and invited bodies. The show is to commence at 1330 hours and at 1245 the crew of Stallion 066 put up their flag; the boxing kangaroo flies freely from the top of the aircraft.

The jumpers are aboard, the engines are turning, "Stallion 066 clear to taxi" once more to the threshold of runway 36 and after the 22 Macchis take off the Stallion applies power, is cleared for takeoff and rolls down the runway. Once cleared of the circuit area, the crew relaxes at their designated holding point, twenty minutes to drop time, the airdrop checks are being carried out. 1332 and the nav calls 'let's go', the aircraft tracks in toward the base, drop time 1339. During the run in the nav is calling speed corrections, heading changes; they pride themselves being on time/on target. Thirty seconds to go the Nav has the ground marker panels visual, aircraft at 120 knots, 1000 feet AGL, jumpers ready to go. "Green Light" and over the ramp 5 army paratroopers take that big step, drop successful, but the Nav is annoyed – he had us there nine seconds early. The Stallion exits the base to its holding area to await its run in time. A couple of minor problems on the radio, other aircraft re sorting out the timings whilst the Stallion orbits five miles to the east.

13:48 and the tower clears the Stallion to rejoin the circuit - power is applied and once more down runway 23, 200 feet AGL, 320 knots, Jeff pulls the aircraft into a fan pitch for runway 18, as the speed decreases the before landing checks are being carried out by Leighton and Bob, "Stallion 066 clear to land runway 18". Purposely the landing is long to exit at taxiway Charlie; they have an Army jumpmaster to let off before the handling display. The aircraft comes to a halt, the jumpmaster leaves, and the aircraft does a 180 degree turn to ready itself for the display.

1402 and the Stallion is once more on runway 36, taxis up to the 5000 feet to run markers, all checks complete, the warning horn circuit breaker is pulled, no unwanted horns on this run, 'clear for takeoff', Jeff applies the power, Leighton backs up the throttles, Bob locks the TD system, this gives them even power through all ranges of the throttle. Brakes released and the show is on, at 120 knots Leighton calls "Rotate" and 50 tonnes of metal leaps into the air rotating to 25 degrees nose up the landing gear is selected up. Speed washing off, now approaching 110, gear is up, flaps selected up, the Stallion pushed over into level flight, flaps are now up. Aircraft clean and accelerating, 150 knots, 800 feet AGL - pull up into a wingover and position, power still on, coming down the backside, accelerating for a high speed 60 degree bank turn away from the ground, 2-G in the pull out, 200 feet AGL.

And so it continues, high speed, low speed, the aircraft is on its limits. The crew are working hard, the low speed pass, Graeme and Skip waving to the crowd from the rear end which is now fully open.

Out of the turn aircraft again cleaned up, pulled up into a low speed wingover, back past the crowd, "landing gear down", turning onto finals flaps 100 percent, and the cross wind bites. The aircraft starts sliding to the right,

power is applied, this is no good "crew going around", after a left turn the aircraft is safely landed and taxis past the crowd, once again the boxing kangaroo flying from the top.

The crew shut the aircraft down and decide we did push it to the limits, 'let's all learn from that', put her to bed and relax. Today was only practice, tomorrow the show.

Sunday, Show Day, 0700 and the rain is coming down in buckets; surely the show will be called off. At the 1000 brief everyone is told the show is going on, the rain will stop at 1030 and return at 1630 — the MET Man had better be right. The crew of the Stallion are now on their way to Perth to pick up VIP guests for the show, on takeoff there is in excess of 20 knots of crosswind, and the cloudbase is at 2000 feet but they can see blue patches of sky over the Indian Ocean, maybe the MET Man was right. Once back from Perth with the guests and the weather has lifted but the winds are horrendous, much of the flying programme has been altered due to the weather, but the Stallion display will go ahead.

1300 hours crosswinds in excess of 20 knots, the flag flying, and one more time the engines are started. No paratroopers today, too windy, so the Nav elects not to fly.

A five man crew going out to show the world the results of practise and hard work the Stallion is cleared for takeoff, crosswind 25 knots, 19600 horsepower accelerates the Stallion down the runway at 110 knots it won't stay on the ground any longer, 'ROTATE' and the display is on again - however the winds and turbulence are taken into account and Jeff wisely decides to ease off slightly - six minutes later keeping in mind yesterdays problem on landing the turn is kept a little shallower and speed a little higher, on finals "Stallion clear to land crosswind 28 knots" the thoroughbred that she is the aircraft performs faultlessly and once on the ground the crew call "nice one Boss" up with the flag and down past the crowd.

Seven minutes riding a Stallion that has the adrenalin pumping, pulse rate racing and just sheer hard work. Later after the show they return the VIPs to Perth and when finally back at Pearce, the aircraft is prepared for tomorrow's flight refuelled and loaded, one UH1H Iroquois Helicopter and passengers to Canberra, then home to Richmond. This crew knows that they have worked but tomorrow maybe a day off, relax and enjoy life, its only four weeks till the next show.

Letter to the Editor

Sir. I recently acquired what purported to be an almost ready to fly model aeroplane. During assembly I noticed that the skin on the body part had wrinkled badly. On my wife's advice I tried Oil of Ulan, Neutrigenics and various other products as advertised for wrinkle removal on T.V. but none appeared to have any effect. I then tried Botox injections also to no avail except that the cat liked the flavour and incurred a 700 dollar Vet bill.

My neighbour suggested I try heat and now I have a smoke filled workshop, a small pile of ash and we cannot find the cat. Do you think I should try a foam model next time?

Yours, Phillip de Tank.AUS 37937

Club News & Reports

Hawkesbury Model Air Sports - Canards



The Firebolt 444 canard is scratch built from a plan from The AMA – American Model Association Plans Service. It features forward sweeping wing, twin fins, trike U/C, pusher OS 46 AX, Wing is foam core with laminated balsa skins.

<http://www.youtube.com/user/clubHMAS#p/u/4/VfAg40QGsxw>

(photo courtesy of Peter Creaser – HMAS)



The Voxen 40 canard is also scratch built from a plan from The Airborne Plans Service. It features a flat plate wing & powered up front by a OS 32 SX. Wing span: 1 Metre.

<http://www.youtube.com/user/clubHMAS#p/u/12/3RxCGCBF8EE>

(photo courtesy of Peter Creaser – HMAS)

You will see from the videos the flight characteristics of both, which fly very well when balanced correctly. I don't know why more R/C modellers don't give canards a go. Since you can't generally buy canards as ARF's, you have to build them yourself, and scratch building is something you don't really see any more.

I used this Canard C of G calculator to confirm the C of G:-http://adamone.rchomepage.com/cg_canard.htm

Regards, Peter Creaser

Charles Kingsford Smith Model Aircraft Club



SKYMASTER T-33

Turbine chosen was the Jets Munt Merlin 160 with internal kerosene start to provide the necessary power for the jet. Intairco in Melbourne, provided the balance of equipment required - all servos (Hi-Tech HS7955TG), fuel leads, screws, Powerbox Royale, dual receivers (6014HS), TamJet Smoke System, Intairco Air System Panel which includes the triple air gauge and deluxe fill valves. The engineering on this piece of kit has to be seen to be believed. Intairco also provided the three Duralite battery packs and the necessary array of air valves which would ultimately drive the T-33 speed brakes, canopy and its massive undercarriage. Intairco was even able to supply an

old Dragon Models Pilot who just happened to be dressed in the correct Thunderbirds colour scheme with logo attached. Specs. Length: 93.5" (2375mm). Wingspan: 105.5' (2680mm)w/Tip Tanks.

Tomahawk Futura

The turbine chosen to provide the thrust needed for this project was, yet again, a Jets Munt Merlin 160 with full auto kero start. Intairco in Melbourne, once again provided the balance of equipment required and while I have a preference for Hi-Tech servos particularly the HS7955TG I decided this time to give JR 8411/8511 a go. All fuel leads, screws, air systems and batteries were at hand ready to be placed into their new cavernous home. The working area inside the Futura is larger than some Japanese apartments, as such, the word massive is not a word that does the interior size justice.



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

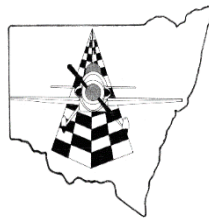
General Enquiries contact Paul Robertson - 4946 8334

www.comsoa.com





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RACING CLUB inc



**Electric Racing
and Q500**

EF-1 (E-Flite Pogo)

Plus Unlimited Electric Class
Q500 Pylon Racing

Illawarra Model Flying Club

Sunday 1st May, 2011

9:30 am Pilot briefing Sunday race day
Entrants and callers must bring hard hats.

ENTRIES CLOSE 9:00 am SUNDAY

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/>

**GUNNEDAH DISTRICT
AEROMODELLERS
ASSOCIATION**

PRESENTS

NORTHWEST SLOPE AND PLAINS
THERMAL GLIDING COMPETITION
FOR MAAA MEMBERS

SUNDAY 1ST May 2011

10am start

Handicapped event

3 CLASSES OVER 5 ROUNDS

2 METRE 2 CHANNEL

RES ANY MODEL

OPEN FULL HOUSE

FOR FULL DETAILS

PHONE 0267420222

FOR MAP LOCATION GO TO OUR WEB SITE

www.gunnedahrc.com

CANTEEN TO OPERATE WITH HOT AND COLD
DRINKS.

PILOT FEE \$10.00

PRIZES FOR 1ST 2ND 3RD AND LAST.

PLENTY UNDER COVER AREA

HOT SHOWER AVAILABLE AT FIELD

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TWIN CITIES MODEL AERO CLUB

ALBURY WODONGA



PRESENTS THE

4th Annual Autumn Scale Rally



Where: TCMAC Parker Field, Albury 36°0'26.35"S 146°57'54.05"E (Google Earth)

When: 21st / 22nd May 2011

Club Contact: David Balfour Ph (02) 6043 3169 Mob 0407 953 903

Autumn is the perfect time to visit the border region and fly in ideal weather conditions.

This is a no competition rally open to all Scale Models, including ARF's and Non Builder of the model entries, so bring them all along, even if it looks scale, come and fly.

Current MOP certificates will need to be sighted for models exceeding 7kg



Dinner Saturday night at a local Restaurant

WWW.TCMAC.COM.AU



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

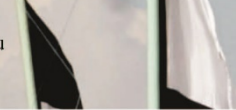
3639 Pye Rd Moira

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

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

FOR SALE

Kyosho spitfire aircraft
with starter and fuel pump \$500 ono

Medevac Heli with gear \$100 ono

Saito 65 motor \$250 ono



Contact Debra on 0419209679



MODEL AIRCRAFT FOR SALE

CONTACT: **ROBERT BODILLY**

Mobile: 0414 468 804

EMAIL: robertbodilly@optusnet.com.au

CESSNA 182 SKYLANE 81 inch wingspan, 64 inch fuselage

EXCELLENT CONDITION

\$ 475

TOPLITE GOLD EDITION

1/5 SCALE

OS 61 SF TWO STROKE

Sanwa SRM 102 servos

Hitec FM 8 channel receiver HFD 08 RD dual conversion



AERO COMMANDER 62 inch wingspan, 48 inch fuselage

EXCELLENT CONDITION

\$ 275

PAINTED SOLID Balsa CONSTRUCTION, COVERED WING.

OS 48 FOUR STROKE JR/Futaba servos



CONTACT: ROBERT BODILLY

Mobile: 0414 468 804

EMAIL: robertbodilly@optusnet.com.au

Aircraft Floats per attachment

\$150.00 Aluminium mounting frame, rudder assembly with control cable, painted cub yellow.

Measurements:

Length 40 inches

Width 24 inches (widest point)

Shaped hulls with step.



Jig-o matic wing and fuselage assembly jig

\$50.00

ENGINES BRAND NEW IN BOXES

ORIGINAL ITALIAN ENGINES

MADE IN ITALY

TWO STROKE

1 x SUPERTIGRE S75 K RING, SILENT MUFFLER

\$ 100

1 x SUPERTIGRE S90 K RING, SILENT MUFFLER

\$ 120

2 x SUPERTIGRE G90 RING, SILENT MUFFLER

\$ 120 ea

IN COWL MUFFLERS TO SUIT ABOVE ENGINES ARE AVAILABLE BUT NOT INCLUDED (SLIMLINE and JTEC).

SECOND HAND

OS 91 SURPASS FOUR STROKE and muffler

\$ 200

OS 48 SURPASS FOUR STROKE and muffler

\$ 100

Very affordable, negotiable pricing for quick sale.

Pick up in Newcastle NSW

RADIO CONTROL EQUIPMENT FOR SALE

Note: All Items are NEW, UNASSEMBLED, in Original Boxes, with the exception of Items 2 and 3

5. Bell 206L Longranger Fibreglass Fuselage

\$135.00

For 50 or 60 Size Helicopter Mechanics

Manufactured by KALT Helicopters

6. Bell 222 Fibreglass Fuselage

\$135.00

For 50 or 60 Size Helicopter Mechanics

Manufactured by KALT Helicopters

The Aircraft Kit, Helicopter Kit and Fibreglass Helicopter Fuselages are pick up from southern Sydney or I could deliver in this area.

Contact Graeme

Mobile: 0409 122630

Phone: (02) 9543 2813

**Deadline for submissions to
Newsletter #335 (May 2011) is
Tuesday 12 April 2011**