

MINIATURE →
AERO SPORTS
NEW SOUTH WALES INC.



Newsletter 335

May 2011



Parramatta Radio Control Aircraft Club's (PRCAC) ace 3D pilot Stephen Lange explains the elements of 3D flying to onlookers at the Parramatta Council's Australia Day celebrations held at Parramatta Park - read more on page 24.

(photo courtesy of Kevin Barnes – PRCAC)

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

Following MAS Meeting: Friday 10 June 2011 at 8:00pm.
Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta.

Newsletter #336 (June 2011) deadline for submissions:

Tuesday 17 May 2011

President / CFI	Bob Carpenter	president@masnsw.org	02 4577 6612
Vice President	Tim Nolan	vicepresident@masnsw.org	0412 173 440
Secretary	Mike Robinson	secretary@masnsw.org PO Box 7291, SOUTH PENRITH 2750	Phone/Fax 02 4736 2611
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
Editor / Webmaster	Rob Masters	newsletter@masnsw.org PO Box 7291, SOUTH PENRITH 2750	0418 160 295
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	mwc.scale@bigpond.com	02 6658 2364
Deputy CFI South	George Atkinson	dcfis@exemail.com.au	0419 972118
CASA Liaison	Daniel deVries	casaliation@masnsw.org	0403 973 160

From the Editor

Welcome to the May Issue of the MASNSW Newsletter. Time flies - this is my tenth issue which completes a full 12 months cycle. I can say with some relief that I've had nothing but encouragement to date and would like to take this opportunity to thank all of those who have taken the time to phone or email me.

The next MASNSW meeting on the 13th May will incorporate the 2011 AGM and all positions on the Executive are up for re-election. The more Club Delegates and guests we have the more representative it will be so please take the time to send a delegate from your club or come along yourself if at all possible. The venue is Workers Parramatta - see page 3 for details.

A couple of letters in this issue; submitted by Basil Healy and Ray Morgan on the subject of the Runaway Auster - we're certainly milking a lot out of this one as it's been mentioned in each issue since November last year. I've also included an article by Basil titled "Haunted by an Aircraft", first published in the "Duration Times" which, along with a number of upcoming features Basil has kindly agreed to share with the wider membership.

Reports on the PRCA's Australia Day Flying Display, the Wangaratta Jet Meet, Heathcote Cup and the April Illawarra Aerobatic Event feature in the Club News and Reports Section - plenty of photos and thanks to Kevin Barnes, James Ellingford, Fred Lodden and Tom Collinge for their contribution.

Plenty of upcoming events, both in the calendar and by way of the flyers published from page 35 on. Finally, plenty of stuff for sale so check it out and perhaps grab yourself a bargain.

Well, I must be a glutton for punishment as I've thrown my hat in the ring again for the coming year although truth to tell, I've enjoyed myself and being a relative newcomer (well returnee really) to the sport I've had the opportunity to speak to many of the old salts (my Navy background again) of the modelling fraternity that I wouldn't otherwise have had the chance to and hopefully in time I'll get the opportunity to meet up with as many of you as possible. Hope to be back for next month.

As always, happy flying, Ed.

Meet the Executive

Retiring Secretary - Mike Robinson

The 2011 AGM will bring to an end 16 years of service on the Executive of MASNSW by our current Secretary, Mike Robinson, when he retires. Whilst still very active Mike has had problems with his health and the long trip down to Sydney each month is simply becoming too much. I'm sure many of you who have known Mike for a lot longer than I have will miss his strong advocacy for MASNSW and will join me in wishing him all the best. Mike intends to remain active in aeromodelling and I am sure will also remain keenly interested in the goings on within the Association. Following much arm twisting by Dave Lewis and myself we have managed to get Mike to put finger(s?) to keyboard to reminisce and tell us a bit about himself.



I was born 1947 in Strathfield and raised in Auburn West. I went to Auburn West Public School and from there I graduated to Birrong Boys High School. I passed out at Intermediate 3C and from there went to Granville Technical College from where I finally graduated with my Building Certificate & Degree.

I had reached the peak of my working career in the building industry and was looking after Scotts Church when I was diagnosed with neck, throat & tongue cancer and then a secondary left lung cancer. This was a terrible blow and I am

still finding it difficult to pick myself up and get going again. I have battled on until now but I am afraid I had to draw a line in the sand and have decided enough is enough and to step down as Secretary of the MASNSW Inc.

With regard to my aeromodelling career, I started building and flying control line with my father at Progress Park, Auburn, on the corner of Wellington and Chisholm Roads, opposite what is now the Golf Club. I was 11 years old. My first aircraft was a silver de Havilland Chipmunk. I designed it, built it and flew it for a long time until a guy passing by one Sunday Morning pulled up and introduced himself. A whole new world was opened up to me by this fellow who went by the name of Harry Trollope. He was from Carlingford and had a newsagency in Granville, on the Parramatta Road which had a small hobby shop in the back behind a curtain - he gave me a job as a paper boy.



The next stage of my flying career was free flight but unfortunately my first aircraft flew "extremely" well and disappeared over the horizon, never to be seen again for months. In those days we used to put our name and address inside the model with the hope that maybe with a bit of luck some kind person would return the model even if it was damaged.

After a few months of doing paper runs for Harry he let me pay off a Silvertone Electronics single channel radio set and introduced me to the Rooty Hill Radio Flying Club. The only way to get out to Rooty Hill in those days was by train but Harry used to drive me out with him on Sunday mornings. I was about 12yr old by then and I don't think they had provisions for Juniors but I was a member of that club and Lyle Whinley helped teach me to fly with "Quickie" as one of my instructors as well. Later I joined the MARRS Club and flew at Marsfield on the way out to Campbelltown.

At 16 I was playing in bands and chasing girls. The modelling career had come to an end and to make it worse I joined the Navy as a Junior Recruit and was "off to see the world" as they say. I took up modelling again around the age of 30 and I am still today a very active modeller and fly Large Model Aircraft as a fun sport; no competition flying these days though.

I was fortunate in joining Werrington Park Model Aero Club back with the old crew, got into the running of the club and became their RCAS Delegate. I attended the monthly RCAS Meetings and it became clear that I was very interested in the running of the State Body. The position as Register was to become vacant and Val Vickers approached me and asked if I would like to be on the Executive of RCAS; thanks Val for opening the door for me and providing the opportunity for a wonderful association with the likes of Joe & Lorraine McGuffin, Lloyd Dipple and Pat his wife, Mike and Sue Close and of course my closest friends from my mother club, Dave & Julie Lewis and their family.



My crowning achievement overall was to obtain my full size Pilot License including both Night Rating and Instructor Rating. My plan was to retire and move to Macksville and teach pilots out of Coffs Harbour Flying School. I'd had an interview and was accepted to start as soon as I retired. Unfortunately, this wasn't to be due to the cancer in my neck, throat and left lung so of course I couldn't pass the physical tests required to hold a Commercial License. That was the end of my full size flying but I still enjoy flying my model aircraft and teaching students whenever I get the chance.



CASA Liaison Officer - Daniel de Vries

I thought I would take the opportunity to introduce myself to the membership as I'm relatively new to the position of CASA liaison. I'm currently a first officer on an Airbus A330 and have spent time as a general aviation charter pilot, a flight instructor and as a first officer and captain on regional turboprops as well as a brief stint in the military.

I wanted to take the opportunity to thank my predecessor Bob Davison for his continued support in taking over the role and his significant efforts over the years in which Bob has developed a significant and beneficial relationship with the regulator. We all owe a great deal to Bob in regards to our fantastic and professional relationship with the regulator and the flexibility it has afforded us.

Over the coming months I want to take the time to keep you all informed of various happenings that are taking place between our regulator, the Civil Aviation Safety Authority (CASA) and ourselves as model aircraft operators. Ultimately I would like to see a situation where we can self-regulate on a larger scale but this will only be achieved through continued adherence to CAR 101 and the MOP's we live by.

I want to visit the situation of public displays and fly-ins and the rules surrounding these. Many of us believe our flying fields are approved through CASA. This is in fact the case for very few of our flying sites and being approved by CASA is different to having the field registered by MAS. Having a field approved by CASA involves a process of paperwork and consultation which results in CASA issuing a specific approval for that geographical flying site and specifying the terms of its approval (height limits etc). There is a small cost associated with this process that is borne by the club seeking approval. In many cases approval results in the club being annotated on various aeronautical charts for use by pilots. It should be noted that it is up to the regulator whether a chart has these annotations and is subject to chart clutter etc. Please note that a field will not be depicted on an aeronautical chart unless its approved by CASA and the site has a specific CASA approval number.

This brings us to public displays. Many clubs use public displays as great tools to encourage membership and fundraise but beware of your requirements as a club. If your field is not approved by CASA you need to seek a specific approval for the dates you wish to have the display. There is a small cost involved (Currently in the order of \$160). You need to provide the relevant forms to me in the first instance (downloadable from the web) and display and flight line directors need to make themselves familiar with the relevant MOPS and CAR's. Notably the main consideration is that ALL pilots while ANY member of the public is in attendance must be of or to gold wings standard. In most cases I will require the pilots to be current gold wings holders and be current and proficient in the types of manoeuvres they wish to fly. For this reason it is largely unpractical to combine a public display and fly-in. With this in mind I encourage all clubs to follow this process and expand the interest in our hobby. If in doubt give me a call and I'll guide you through the process.

Finally a word on FPV, this part of the hobby is growing quickly and there is a good MOP in place already to deal with this however the usual rogue elements are quickly getting CASA's attention. With the advent of very cheap FPV equipment becoming available we will see more and more of this being undertaken. I ask all members if they see the use of FPV outside the club environment a quiet word may be in order but please remember they may be a potential member and courtesy is the order of the day.

I hope to catch up with many of you over the coming months at clubs and fly-ins.

Keep the glue on the shelf

Regards

Daniel de Vries
MAS NSW CASA Liaison

Minutes

Miniature Aero Sports NSW Inc

Business Meeting

Workers Parramatta

8th of April 2011

Meeting Opened: The President Mr. Bob Carpenter declared the meeting open for business at 8.05pm (2005hrs) 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), Macksville Miniature Aircraft Sport Flying Club (MMASFC), Appin Sport Aeromodellers Club, (ASAC), Heathcote Soaring League, (HSL) Parramatta Radio Control Aircraft Club PRCAC, Camden Valley Radio Controlled Miniature Aero Sports Club.

Observers and Visitors present:

Nil

Apologies: The following apologies were received:

Mike Close (SRCS), Bob Bishop (CMAC), George Atkinson (WRCS), Daniel de Vries, Tim Nolan (ROW)

Minutes: Motion that the minutes of the meetings held on the 12th of March 2011 as distributed in the Newsletter 334 and also emailed be accepted as a true and accurate record of that meeting.

Moved, WPMAC **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	Inspector Appointments, 67202 Trevor Shelvey FW25, 52792 George Atkinson RW25 and FW25, 25224 Ian Thomson Giant Model Inspector
M 1.2	MAAA	Office Closed 28/3 – 26 April
M1.3	MAAA	Asking to circulate amongst Clubs if interested in building Static Models
M 1.4	MAAA	MOP Updates – Hard Copy
M 1.5	MAAA	Agenda and reports for Council Conference

From other than MAAA :

C 2.1	Doug Radford	Regarding MOP when owner ship changes – Should he use new form or use repairs / changes to model field on existing MOP?
C 2.2	James Price	Copy of Public Flying Display application (original to CASA Liaison)
C 2.3	Mike McMahon	Gold Wings Application – Max Travers
C 2.4	Bob Carpenter	Depreciation of MASNSW Assets – Letter to Treasurer
C 2.5	David Foster	5 x Large MOP Forms requested

- | | | |
|----------|--|--|
| C 2.6 | Bob Pearce | Cancel Permit to Fly |
| C 2.7 | Bill Garrod | 2 x Bronze Wings Test |
| C 2.8 | Mike Walters | 1 x Bronze Wings Test |
| C 2.9 | iiNet Invoice | Invoice 28312978 |
| C 2.10 | Joseph Frost | 2 x Large Model MOP, 1 x Turbine MOP Requested, Photos and description of latest EDF Foamy Model |
| * C 2.11 | Barry Weston | 1 x Large Model MOP Requested |
| C 2.12 | Bob Carpenter | Replying to Doug Radford (C2.1) |
| C 2.13 | Doug Radford | 4 x Large Model MOP Forms requested |
| C 2.14 | Peter Coles | Request for Insurance Certificate of Currency |
| C 2.15 | Corinne Pellatt | 2 x Large Model MOP Forms Requested |
| C 2.16 | To the Secretary | Nomination for Registrar, Nomination for Assistant Secretary, Nomination for Newsletter Editor – for MASNSW Executive – May 2011 AGM |
| C 2.17 | Dave Lewis | Point Score Bounty |
| C 2.18 | <u>Received completed Large Model Permits to fly forms from the following:</u>
Bob Bishop, Gavan Paton, Mark Davies, Adam Huszarek, Rodney Davis, Joe McGuffin, Peter Duckworth, Peter Coles, Jamie Zambelli, David McDowell, Peter Johnsen, Joseph Frost, Ross Smith, James Owen, Bob Pearce, Paul Hewitson, Bill Mansell, Philip Crandon, Thomas Sparkes, Edward Oram. | |
| C 2.19 | <u>Received Cancelled Large Model Permits to fly forms from the following:</u>
Thomas Sparkes | |
| C 2.20 | <u>Received Completed Turbine Powered Model Permits to fly forms from the following:</u>
None Received | |
| C 2.21 | <u>Received Cancelled Turbine Powered Model Permits to fly forms from the following:</u>
None Received | |

Newsletters Received:

None

Correspondence Out:

To MAAA: Nil

To other than MAAA:

- | | | |
|-------|-----------------|---|
| C3.1 | Dave Lewis | Circulate to Clubs if any interest in building Static Model |
| C3.2 | Mike McMahon | Ref Gold Wings for Max Travers |
| C3.3 | Bob Carpenter | Agreed with depreciation of MASNSW Assets |
| C3.4 | Bob Carpenter | Mailing of Gold Wings procedure |
| C3.5 | David Foster | MOP Forms now available from MAAA Website |
| C3.6 | Dave Lewis | Copy of Sign in form from Club Forster meeting |
| C3.7 | Mike Walters | Acknowledge Bronze Wings |
| C3.8 | George Atkinson | Inspectors Card RW25 |
| C3.9 | George Atkinson | Inspectors Card FW25 |
| C3.10 | Ian Thomson | Inspectors Card FW50 |
| C3.11 | Trevor Shelvey | Inspectors Card FW25 |
| C3.12 | Barry Weston | MOP Forms |
| C3.13 | Bob Carpenter | Regarding Doug Radford MOP Forms |
| C3.14 | Doug Radford | MOP Forms available from MAAA Website |
| C3.15 | Peter Coles | Certificate of currency available from MAAA Website only |
| C3.16 | Peter Coles | Copy of Certificate of Currency |

C3.17	Peter Coles	Information about insurance cover
C3.18	Corinne Pellatt	Copy of MOP Forms from MAAA

Business Arising from Correspondence:

- C2.12 Bob Carpenter Responded to a question raised by Doug Radford "Does a Heavy Model have to have a new MOP when ownership changes or can the section for changes and modifications be utilised?" The CFI (Bob Carpenter) responded that a new MOP be completed. After a discussion on MOP procedure the CFI agreed to provide a written summary for publication in the newsletter.

Late Correspondence:

Nil

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

Moved, CVRCMASC **Seconded,** PRCAC **Carried,** Unanimously

Reports:

Treasurers Report for March 2011 prepared by Bob Bishop – read to the Meeting by Steve Norrie

Note: The Treasury closed as of the 30th of March to enable the accounts to be audited for the end of our financial year.

The President commented that part of next month's financial report will examine the costs of running this association in greater detail. It had been previously reported that the Newsletter was a cost that perhaps needed to be looked at. Whilst there is no move to discontinue the newsletter – the costs are significant and on the rise. After discussion - the Registrar explained the costing of the newsletter and that after predicted price rises it was estimated that it will cost around \$25.00 for 10 Issues. There are currently 900+ members who elect to get their newsletter by post. The President noted that we currently have a substantial Cash reserve of funds, and for discussion asked - should we keep the fees the same, increase or decrease or partially raise fees to offset price rises anticipated?

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

The meeting was asked for approval that the accounts be paid

Moved, WPMAC **Seconded,** PRCAC **Carried,** Unanimously

President: Bob Carpenter

Presidents Report

Next Month we will be meeting for the Annual General Meeting of MAS and I am formally calling for nominations for the Executive positions at this time. If any member wishes to nominate they need to have a nomination form that shows the nomination and a seconder who are members of MAAA through MAS, the nomination also needs to be signed by the nominee agreeing to the position.

Normally these would be sent to the Secretary with a deadline 14 days before the AGM. This will be the 29th April; however, due to illness of our Secretary, Mike Robinson, you are requested to send these to the President, Bob Carpenter, Vice President, Tim Nolan or the Assistant Secretary, Dave Lewis. There is no need for these nominations to be on Club Letterhead.

Following the close of nominations the executive will be sending via email to all club secretaries the final list of nominees for all positions. This will allow clubs to decide who to vote for in advance of the meeting.

As noted above our Secretary has been hospitalised and is unable to carry out his duties. On behalf of the executive and all members we wish Mike a speedy recovery.

Large and Giant Models Inspection Requirements.

We have been asked by a modeller questions concerning the procedures to be carried out when an aircraft that has an MOP permit is sold. The following information is an overview of the procedures and also hopefully answers the questions of what to do when an aircraft is sold.

All models in this range require an MOP inspection by an approved inspector. The Procedure is MOP 15 and the form to be used is now available on the MAAA web site (MOP 038). Following inspection of the model and the pilot(s) the form is retained by the owner of the model and the bottom section returned to the MAS Secretary for database update.

All models 7 -50Kg.

This form is a safety inspection of the aircraft and must be produced when required at all clubs and/or events.

The form also lists the pilots that are permitted to fly the aircraft and the manoeuvres that they are permitted to fly. It is possible that more than one Pilot may be authorised and the list of manoeuvres may be different dependent on the skill sets of the individual pilots. The forms that are submitted normally only have the owner as an authorised pilot but it is possible to have up to three authorised pilots.

When an aircraft is crashed or disposed of (sale) the permit or a copy is to be returned to the MAS Secretary and cancelled.

A new permit is required to be submitted following the sale as this identifies the new owner. It is normal that radios, engines etc. will be different as well as the owner.

It is recommended that a Giant Model Permit to Fly be included with an aircraft that is sold as it is a requirement that the aircraft be inspected during construction. The Permit to Fly will be proof of these inspections.

Models between 25-50Kg.

The newer class of models (25-50Kg) require that the pilot must be the holder of Gold Wings and also inspections are required during construction or assembly. If you are building any of these models then you must familiarise yourself with the relevant MOP.

Vice President: - Tim Nolan

Nil

Assistant Secretary: - Dave Lewis

Nil

Registrar: - Dave Lewis:

Current Year		New to System	Last Year
Seniors	1711	2225	1685
Pensioners	494	33	444
Juniors	108	37	111
No. of Clubs	97	3	91
Total Membership	2313	295	2240

The Registrar also briefed the meeting as to the status of the Secretary Michael Robinson. He is back home from Hospital having suffered Pneumonia and an Infection. He is "on the mend" but it will be a while before he back up to speed. Michael and his wife Lea were very appreciative of the well wishes that had been sent and wanted to thank everyone.

Newsletter Editor and Webmaster: - Robert Masters:

Newsletter - Nothing to report

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

Chief Flying Instructor: - Bob Carpenter:

Planning has commenced for the next MAS Instructors Course/Workshop to be held in the July/August time frame. I have been asked to include observers as well as both new and experienced instructors. Subject to numbers I will include observers. The actual location of the course is at this time planned for Sydney but we will finalise this closer to the time. Please forward all nominations to the Secretary.

Public Relations Officer: - Steve Norrie: Nil

Education Officer: - Mike Close: Nil

State Flying Field Secretary: -Steve Norrie

The field is drying out – mowing has been done. While at the Forster Great Lakes Model Aero Club last month I was discussing their filtration system for their rain water Tank with one of their members. Subsequently a very reasonable quote (at mates rates) was sent through for our water tank at Cootamundra.

Cheers,

Steve.

The meeting directed that Steve also obtain quotes from a Cootamundra supplier and check that it would work with a gravity fed system.

Other Reports:- Nil

Motion to accept reports

Moved, HSL **Seconded,** PRCAC **Carried** Unanimously

Awards:

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

Macco Stikkecorum	Hornsby Electric MFC	73766
Jimmy Manalis	Central Coast MAC	71162
Leigh Manning	Bega District MC	73658
John Pellicano	Parramatta RCAC	69368
Arthur Davies	IMAC	71441
Garry Towne	Parkes MAC	73651
Melvyn Steiner	Lake Maquarie MAC	73698
Sean McCoy	Hornsby Electric	73645
Peter Caunt	IMAC	73677
Peter Brown	Hornsby Electric	73767

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

Andrew Zimproz	Cronulla	61859
Hans Neuendorf	CKSMAC	62089
Bruce Porter	Rebel Flying Club	72885
Sean McCoy	Hornsby Electric	73645
Maxwell Travers	Archville Eagles	67933
Dave Thomas	SAMAUS	7925

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:

Douglas Smith	IMAC	71435
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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 CVRCMASC **Seconded** ASAC **Carried** Unanimously

MAAA Inspector Approvals

Heavy Model FW 25 Inspector Approvals:

67202	Trevor Shelvey
52792	George Atkinson

Heavy Model RW 25 Inspector Approvals:

52792	George Atkinson
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Giant Model FW 50 Inspector Approvals:

25224 Ian Thomson

Giant Model RW 50 Inspector Approvals:

No Applications Received

Gas Turbine Inspector Approvals:

No Applications Received

MASNSW POINT SCORE COMPETITION AWARDS 2010:

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

Submitted by Dave Lewis:

NSW Pylon	Sportsman Pylon	Nowra	March 2011
Wyong River MAC	Old Timers	Wyong River	March 2011

Cheques to be signed at next meeting

General Business:

First item of Business

The next Business Meeting of MASNSW incorporating the AGM will be held at the Garden Terrace Room, Workers Parramatta, 163-165 George Street, Parramatta on the 13/5/2011. The meeting to commence at 8.00pm, (2000hrs), All Members, Observers, and Visitors are welcome.
All Visitors and Observers are most welcome.

The President

Due to the low attendance numbers to the meetings asked if we should reduce the frequency to Bi Monthly? Keen to get feedback on the subject. From the floor it was suggested this would be the start of a downward spiral. Queensland Executive meet monthly and the General Meetings are quarterly. The President felt that given the positive feedback given at Instructors courses was a good sign. He has had very little negative feedback – From the Floor - maybe no news is good news?
Discussion on Park Flyers and the move to get them involved with MAAA – proposal forthcoming at the May Conference.

Max Stone

“H Store” is now the Hobby King Australian outlet

General Discussion

On the subject of fostering a “Training Culture” at Club level – how to deliver effective training and making new members feel welcome.

Meeting Closed

There being no further business before the meeting, the meeting was closed by the President at 10.00pm (2200hrs).

MASNSW 2011 Events Calendar

(Compiled 11/4/2011)

- 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

* 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
10-12	"Rally of Eagles" War Birds Event	Coffs Harbor	Martin Cochrane	02 6658 2364
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
20-21	Scale Rally	Tamworth	Richard Exler	02 6765 2317
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	Pattern (Aerobatics) (Saturday Only)	Camden Valley	Tom Collinge	0400 403 151
* 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
* 26-27	Pattern (Aerobatics)	Pitt Town	Tom Collinge	0400 403 151

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			

MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.

Newsletter

NO. 04/2010

President: Mike Close, PO Box 146, West Pennant Hills NSW 2125
Telephone: 02 9872 6469 Fax: 02 9871 0408

Vice President: Paul Winter 25 Jasmine Drive Mill Park VIC 3082
Telephone: 03 9436 0717

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

Treasurer: Garry Anderson, PO Box 471 Devonport TAS 7310

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

MAAA Internet: www.maaa.asn.au

Manual of Procedures

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

MOP014 – Procedure General Model Rules - has been amended to highlight minimum distances for vehicle parking at model facilities.

MOP027 – Guideline for the Award of Wings - amended to reflect a request from the 2010 Council Conference to put in place a disciplinary process for MAAA Instructors.

MOP033 – Travelling With Models Advisory - As the MAAA is not in a position, nor does it have the expertise, to provide definite procedures or policies in the case of Dangerous Goods; with the assistance the Qantas Dangerous Good Manager, this document has been produced as an advisory to members when carrying models with airlines.

MOP015 – Heavy Model Aircraft Inspection and Operation Procedure.

MOP025 – Pulse Jet Rules.

MOP030 – Gas Turbine Rules.

Forms:

MAAA014 – Check list for Inspection of a Fixed Wing Model Aircraft.

MAAA030 – Giant Model Aircraft Pre and During Construction/ Assembly Inspection Assessment Form.

MAAA033 – Check List For Inspection of a Rotary Wing Model Aircraft.

MAAA038 – Permit to Fly

MAAA039 – Check List for Inspection of a Gas Turbine Model Aircraft.

MAAA040 – Check List for Inspection of a Pulse Jet Model Aircraft.

All amended as a consequence of the production of a single page Permit to Fly.

See following item.

Permit to Fly

Following considerable work and effort by several MAAA Subcommittees and the MAAA Executive, a web based, single page Permit to Fly is now available from the MAAA website www.maaa.asn.au (Form MAAA038). The Permit to Fly is to be used in conjunction with the associated check list for the model type being inspected. All Check Lists are found in the Form section of the MOP, numbered as indicated in the previous item. The top portion of the Permit to Fly, Check List and associated forms in the case of Giant Models, remain with the owner and just the bottom portion of the Permit to Fly as indicated, is to be returned and retained by the State Association for three years. Full details are covered in the revised MOP015 Heavy Model Inspection and Operation Procedure.

Frequently Asked Questions

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

New Australian Record

After several delays with weather, on 22 and 23 December 2010 Anthony Mott was successful in an attempt to break the previous Australian and World endurance record. Over the two days and one night, Anthony and his team kept his 'Tedium' airborne for 28 hours and 43 seconds. The previous Australian and World record also set by Anthony in January 2009 was 12 hours 5 minutes and 20 seconds. This new time has been ratified as a new Australian record and documentation has been forwarded to FAI for ratification as a new World record. At the time of writing this Newsletter, notification has been received that Anthony, in another attempt on 24 - 25 February increased this endurance time to 29 hours 26 minutes and 55 seconds. This latest flight has yet to be ratified as a new Australian or World record. Congratulations to Anthony and the large team required when establishing such records and being able to maintain the effort over such a long period.

Preliminary 64th Nationals Report by the Nationals Chairman

I am pleased to be able to state that according to many competitors who attended the Nationals at Dalby over the New Year period "this was the best Nationals they have ever attended". I believe those kind of statements testify to the hard work and dedication of the entire National's Committee over the last twelve months in spite of a number of hiccups along the way.

I wish to acknowledge the tremendous effort put in by the members and families of the Dalby Model Aero Club. Without their assistance this event would not have come to such a successful conclusion. To all of those unsung heroes my heartfelt thanks. In particular I offer thanks to the Western Downs Regional Council for their very generous financial and logistical support leading up to and during the conduct of the competition period. This support came from Mayor Ray Brown, CEO Phil Berting, and Councillors Charlene Hall and Carolyn Tillman. It was fantastic to receive their support and requests that the Nationals would not be cancelled as the economic boost to the entire Dalby community was badly needed at a time when every bit of money spent in the town would help assist in recovery after years of drought and now floods.

Although we had to delay the start by two days, nearly all events scheduled to be held were in fact run. The time lost was caught up in the first day and the program carried on under glorious sunny

skies, very light winds and temperatures in most cases far less than those recorded as far south as Melbourne. To the Contest Directors, event contest directors, Special Interest Groups and anyone who assisted in any way, your efforts were greatly appreciated and contributed to the success of the competitions in all disciplines. Last but not least, to the citizens of Dalby who welcomed us with open arms and smiling faces at all times in spite of their recent adversity, on behalf of everyone who was present at Dalby, the logo "Friendliness and Open Spaces" can in no way describe the true fighting spirit of the entire community. To each and every one of you I extend the biggest thank you that is possible to give. I feel truly appreciative and humbled by the warmth of the community spirit of the entire town.

John D. Taylor

National's Chairman

F3C (Helicopter) 2011 World Championship Team Trial

Following the unusual situation surrounding the F3C team trials which was cancelled at the 64th Nationals due to lack of entries, the two members who entered indicated they still wished to be considered for the team. It was agreed by the MAAA Executive that subject to the confirmation of the Helicopter Subcommittee through the Chairman that they meet suitable standard, they be accepted. This was confirmed and letters of offer of team positions have been sent to the members.

F3D (Pylon) 2011 World Championship Final Team Trial

The 2011 F3D Pylon World Championships are being run in Australia from the 12 to 14 August in Bundaberg, Queensland.

This year for the first time and with very little notification, there will be a Junior World Championship for F3D. This will mean that each team competing at the World Championships will be allowed to have one Junior Pilot & his caller in the team. Team trials will be announced by AMPRA once dates and location are known and confirmed.

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

2012 F2 Control Line World Championships Team Trials

Multi team trials for F2A, C and D will be held in five States from March to October 2011.

Proposed Events for Team Trials.

South Australia State Championships, F2A, F2C, F2D. Adelaide Cup weekend.
12 -14 March 2011 Monarto/Callington. (Dates and venue TBC).

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

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

New South Wales State Championships F2D. June long weekend. Whalan Reserve (TBA). F2A and F2C. 1st, 2nd and 3rd October (long weekend) Twin Cities, Albury.

A single team trial for F2B will be held at Whalan Reserve, Whalan, Sydney on Monday, 13th and Tuesday 14th June, 2011.

World / Continental Championships and Trans Tasman Events Calendar

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

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

SPINNING PROPELLERS ARE DANGEROUS

Haunted By an Aircraft - Part 1.

(The One that Kept Coming Back on a Truck!) from Basil Healy - first appeared in the Duration Times; reprinted here with Basil's kind permission.

A98-338 was an Army Cessna, basically a 180A model, manufactured around 1958. This aircraft I swore was destined to haunt me for the rest of my life at Hawker De Havilland.

The aircraft came to us first as a wreck, had hooked an undercarriage leg in power lines and landed on its back, bending the port wing at the strut attachment point and crumpling the fin and rudder. Our Engineering Department designed a repair for the fuselage where the undercarriage leg had been torn out and were in the process of doing the same for the fin, rudder and wing when it was discovered that Rex Aviation had all of these items in stock and reasonably priced to boot!

At this stage of the game I was an inspector "without portfolio" in the Airframe Overhaul Department, filling in for absentees, helping out where there was an overload of work and keeping an eye on the work in the Instrument Shop. I was not surprised when I was asked to keep an eye on the repair and re-assembly of A98-338. Work on the repairs was proceeding nicely when I was informed that this aircraft was to be the Trial Installation for all the modifications the Army required carried out.

The list was quite extensive being:

- Conversion of the electrical system to 24 volts.
- Fitment of emergency battery.
- Fitment of Artificial Horizon & Directional Gyro.
- Fitment of Stand by Vacuum System for above.
- Fitment of HF and FM communication radios.
- Fitment of ADF compass.
- Fitment of window to top of cabin.
- Fitment of Inertia Reel Harness to front seats.
- Fitment of supply dropping racks to wings.



Photograph provided by Mike McCarthy, Taken Amberley in the 1960's.

All of this work took quite some time to embody and the mountain of paperwork that I had to keep track of never seemed to end. Eventually the aircraft was rolled out of the hangar, engine runs and compass swings carried out and it was ready for the first test.

Ted Shaw was the company test pilot at the time and his only defects after the first flight were :- left wing heavy, slight right rudder trim required and pressure relief valve on standby vacuum system needs adjusting. The rudder trim was quickly attended to by giving the fixed tab a tweak in the required direction. However, rectifying a "wing heavy" condition involved rotating the eccentric bush at the rear spar to fuselage attachment. This in turn upset the rigging and tension of the aileron cables in that wing so that all had to be re-done. It was at this point that I noted, with alarm, that quite a number of PK screws had fallen out of the access panels on the wings. These were duly replaced with new items and I thought no more about it.

Rectification of the vacuum problem could only be carried out in flight because the stand by vacuum was provided by a pair of venturi tubes mounted just forward of the starboard door. The vacuum relief valve was mounted in one pipe from those behind the starboard side of the instrument panel. Whilst access to it was fairly easy with the door open and the starboard seat removed, it was not going to be so easy in flight. The original plot was to remove the starboard seat and I was to sit in the rear seat for take-off and landing.

Reference to the aircrafts weight sheet revealed that this was not on and I would have to sit in the starboard seat for take-off and landing. After a couple of trial runs I worked out a way to get under the instrument panel without hanging on to the control column and to pull myself back out with the shoulder harness.

Everything went well on the next flight until in the midst of my adjusting the vacuum relief valve we hit a patch of turbulence and Ted did a little tap dance on the rudder pedals. The back of my head was resting on the rudder pedals on the other side and took a bit of a beating for a moment. Getting back out proved to be much harder than on the ground because the aircraft was in level flight, not tail down as it had been on the ground. After that flight we investigated how to carry out this adjustment in a much safer way. The solution was quite simple, remove the FM radio from the right-hand instrument panel. This left a hole through which it was possible to adjust the vacuum relief valve while still sitting in the right-hand front seat.

At this stage we thought we had finished with the aircraft, but no! The Army wanted a whole new set of performance trials carried out with and without supplies under the wings. The standard supply dropping container was to be a 12 gallon drum ballasted to 250 pounds. One of these was to be carried under each wing. So it was that we went off to Camden Aerodrome early one morning and proceeded to mark off the runway at 100 foot intervals with chalk. Then Lou Gardener, our Chief Engineer arrived and had us position two "witches hats" fifty feet apart on the edge of the runway. He then produced his "shoofty scope" which was three 1/4 inch washer soldered to a "T" shaped piece of wire. You simply sighted through the two lower washers until you could see the tops of the witches hats and if no part of the aircraft passed through the upper washer it had cleared fifty feet. So accurate was this system that a difference of twenty feet in the aircrafts starting point could be detected. As a back-up, photographs were taken of each pass over the "witches hats" Meanwhile I was at the other end of the runway recording the starting point of each take-off.

At the end of this exercise it was decided to try releasing the drums in flight. Because this system was untried Ted asked me to come along on the flight to operate the mechanical release should the electrical release fail. He reckoned that a hang up on the right hand side was going to take all his concentration to fly the aircraft let alone reach . for the release knob above the right hand door! Everything worked fine as we "bombed" the scrap heap by the creek and then returned to Bankstown.

A few days later, when we were wondering why the Army had not taken delivery of their aircraft, we learned that further trials were to be conducted with 44 gallon drums. So it was back to Camden for another morning in the sun! This time things were a bit scary to say the least. Yes, the Cessna would fly with two 44 gallon drums under the wings, but not very well. After we had burned off a bit of fuel however the performance could be described as passable despite the engine having dropped 100 rpm at full throttle. At the completion of the tests it was decided that sufficient fuel had been burned off for me to go up with Ted and "bomb" the scrap heap again. I climbed in and we took off and headed out of a valley. At this point Ted remarked, "This is interesting, it won't go any higher or go any faster. We have got to get the flaps up!" With this he raised the flaps and we dropped below the tops of the trees. However, the airspeed increased to 85 knots and we started to gain height. At this point we were quite a long way from Camden so abandoned any idea of a "bombing run" and returned to Bankstown at full throttle all the way.

By the time we entered the Bankstown circuit the engine was 150 rpm down on maximum so we were glad to put it down in one piece. Investigations of the rpm drop revealed a loose lock nut on the propeller governor adjusting screw.

And so I said farewell to A98-338 for the first time.

To be continued.

More on the Runaway Auster

As I've mentioned previously, a number of members have written or contacted me to let me know that they had some personal experience of the Runaway Auster from the November 2010 Newsletter. I found these most informative and publish a couple here, from Basil Healy (SAM Australia) and Ray Morgan (CMAS).

Dear Rob,

Herewith are a few words about the "fly-away" Auster", as discussed at the MAS Presentation Dinner last Saturday evening.

I was probably one of the closest people to that Auster after it took off without a pilot. At the time I was an employee of de Havillands working in the wood tooling section. A storeman and I were outside "B" Hangar at the timber store at the north east corner of the building. The storeman alerting me to an Auster which had just taken off and narrowly missed the control tower. It was now heading towards us gaining height slowly. We watched it pass overhead clearing the corner of the hangar by a scant 20 to 30 feet. Looking back at the incident, we would probably have been showered with burning wreckage had it hit the hangar.

The late Ben Rooke of the Central Coast MAC was also indirectly involved in the incident. He was a storeman in the Safety Equipment Section Store at RAAF Richmond when an agitated pilot rushed in, grabbed a parachute and rushed out without signing for it. He was the pilot of the Wirraway which failed to shoot it down. Fortunately for Ben the pilot returned the parachute and apologised for failing to sign for it. Anybody who has had anything to do with the armed services will know that the paperwork MUST be completed before taking possession of safety Equipment.

Yours faithfully

Basil Healy

Dear Editor

The story of the runaway Auster sent my memory back in time. There is no doubt about this story. It is true but if my memory serves me right it was the second such happening in about 3 years. I was in a new primary school between 1951 and the end of 1953 (your event was in 1955 when I was in high school). Somewhere before the end of 1953 a plane took off unmanned and also flew slowly out to sea. I feel that it was an Auster but not sure and it may have been from Mascot. I think eventually ran out of fuel. Can anyone confirm this event? I would have been about 11 years old.

I was at the Geelong Nats around 1970. I watched a fellow start a large radio model - about 8ft wingspan; it appeared to be an Auster. He sat the radio by the left wing tip and started the motor. The motor was reluctant to speed up so he moved over to pick up the transmitter; as he did the motor cleared its throat, roared out past him. He grabbed the transmitter and pulled the throttle off but to no avail. The model was obviously not switched on. The plane lifted off gently and flew dead straight out over the headland where the flying area was and vanished over the sea - no doubt it was never recovered.

Yours sincerely

Ray Morgan

Thank you Basil and Ray.

Club News & Reports

Australia Day 2011: Report on PRCAC's Flying Display.

The Parramatta Radio Control Aircraft Club Inc. (PRCAC) is a predominantly electric club located about 15 minutes from the heart of Parramatta in Western Sydney and we fly a range of park flyer sized fixed wing aircraft and helicopters. The flying field has been established in a floodwater retention basin and is leased from Parramatta City Council. Our web site is at <http://www.parramatta.rcflyingclub.com/>

For the past few years PRCAC has contributed a model airplane flying display to Parramatta Council's Australia Day celebrations held at Parramatta Park. PRCAC's involvement with the Aus Day celebrations is a voluntary effort using only club resources and the resources volunteered by club members, mostly their aircraft and time, in many cases club members are forgoing time with their families to help out with the display. Some details which may help to provide perspective are that PRCAC members provided some 40 model aircraft for display, of which about 20 were flying. Some 18 club members provided assistance on the day and, given the length of the display this represents something like 200 man hours provided free to the Council. Note this figure does not include planning/setup/practice time which would most likely double the figure.

To prepare for the difficult flying conditions at Parramatta Park PRCAC reconfigured their flying field for the two weekends prior to Australia Day to simulate as close as possible the limited space and proximity of trees of the park. Pilots were able to practise with these conditions and then had to demonstrate to the Flight Director they could do so in a safe manner.



You can't have an Australia Day without the Aussie Flag.



A survey of PRCAC club members revealed they all considered the day a great success. This evaluation was based on the following criteria:

1– Planes were in the air for more than 98% of the time allowed for model aircraft flying. Often there were two or more planes in the air at the same time.

2 – Crowd Interest. Club members walked the crowd line and personally spoke to individuals to their answer questions and let them get up close to the stars of the event, the planes and evaluate their interest. This year many of the questions revolved about 'which plane was Australian?' or 'what did it have to do with Australia'. Of particular delight was the look on the faces of the kids when they got to see a model up close.



Bob Hoswell shows off the ever delightful T28 Trojan.

A number of club members were told by crowd members that they had come especially to watch the models fly. Crowd numbers were greater at the beginning of the flying display, up the 3 or 4 deep along the crowd line at the commencement of flying, thinning as the day progressed and the rather repressive heat increased. Use of the Club supplied PA system worked well and allowed the crowd to be more engaged with the flying display

thanks to the golden voice of club member Rob Byrnes whose commentary provided details on the planes and insight into the flying manoeuvres being performed.

Another indicator of visitor interest was found in the number of people visiting the Club's web site immediately after the event. The club had a banner setup on the pergola with a special URL to the club's website; traffic via that URL spiked 300% higher than the usual average (some 500 unique hits per day) for the 3 days following the Australia Day event.

3 – The club was able to fly until the requested 12pm. The club was ready to start flying at 6.30am as requested but the start had to be delayed until just after 8 am because the hot air balloons had not cleared the flying field by the planned 6.30 due to adverse wind direction. Model flying had to wait until the balloons were packed up and taken from the flying field by road transport.

4 – The pilots were able to make effective use of the smaller flying area and managed to avoid the trees with only one plane was written off on the day although there were a few close calls. Flying so close and above the trees was somewhat stressful for the pilots and had the effect of reducing the number of available pilots flying on the day and the number of planes in the air at the same time. The length of the allowed flying area of 100m (plus 2x30m safety no fly distance) meant that the larger planes were not flown. However at about 11am the tethered balloons in the adjacent field had packed up and left and the SES moved the northern fence giving us a much bigger flying field and the club was able to fly the larger planes, in particular the PC9, as used by the Australia Air Force Roulettes display team and flown by club member Kevin Johnson much to the obvious delight of the crowd.

Issues:

Service Vehicles. PRCAC used two vans as part of the six service vehicles allowed by the event organizer. PRCAC believes that without those vans it would have been impossible to mount the flying display. All the available space in both vans was used to transport the aircraft and support equipment, to fit everything in a number of planes had to be hung from the van's roof. Note that once unloaded the vans were there in case of worsening weather, either rain or high wind, to be used as safe hangers and needed to be in close proximity to the flying and display area. Since this was a public event there were a number of severe restrictions put on our transport, all vehicles had to be in place by 5am and were not to be moved till after 12pm

The flying display was planned to start at 6.30am but in fact did not start till after 8am. Having the flying area shared with the Hot Air Balloons resulted in efficient use of limited park space but it also meant the flying could not start till after the balloons had flown away and their service vehicles departed. Because the wind was blowing in the wrong direction the balloons did not fly away, they had to be packed up and removed by their service vehicles instead and this took time. This meant one and a half hours less time for people to watch the flying display. A number of people commented they came early to see the model plane flying at the publicised time and found they had an extended wait for flying to start.

Safety: There were no safety issues or violations so that was good. The crowd were very well behaved and the safety fencing worked. Club members and SES personnel patrolled the safety line to ensure no one was put in danger while the Flight Director Kieran Vella kept an ever watchful eye on the pilots and the planes.

Risk Management: A lot of effort was put into risk management prior to the event. Considered significant was the pilot training under simulated conditions, the inspection of the flying field prior to the day and the use and monitoring of the safety fence. PRCAC also attended the event co-ordination briefing a week prior to Australia Day. Meeting the Event Area Managers and SES personnel prior to the day was found to be most helpful and the event documentation supplied by the council had the mobile phone numbers of the key contacts participating on the day and this was used to good effect

Observations: When asked by our members, the majority of the crowd indicated that they were much more interested in watching the planes flying than looking at a static display. It seems the crowd found the larger the aircraft the more spectacular the experience, due no doubt to a larger plane being more visible at the distance required for safe flying and a greater apparent speed and realism. Not everyone in the crowd had young eyes

and 20-20 vision and at the safe distances required the smaller planes were difficult for many see in any great detail. This year PRCAC provided commentary on what was happening through the use of a PA system. This proved to be a convenient way to provide a more engaging flying display and an effective way to educate the crowd on the finer points of flying manoeuvres and on the benefits of joining a model flying club.

The Council provided a small tent and this worked well in protecting the Club's PA system and allowed the use of a 240VAC petrol generator and centralised recharging station. It was also much appreciated by club volunteers looking to escape the sun for a few minutes. Note that the age of club members ranged from 16 to almost 70 years and the event schedule required them to be on the field for some 7 hours and with setup and pack up meant from start to finish a 12 hour day.

Below are a few images from the day:



PRCAC's youngest pilot Owen Murray introducing the mini PC9 to a potential pilot (above) while the club's ace 3D pilot Stephen Lange explains about 3D flying (below).

Kevin Barnes

Secretary, PRCAC Inc.

Wangaratta Jets 2011

Australia's largest Jet Meet has just been and yet again the meet was a great success, mainly due to the skills in organising the event by the Victorian Jet Aerosport Association (VJAA).



Shane Bartlett's F-14 takes off

of a great scale jet. Shane Bartlett won the award for the best scale jet at the show and deservedly so. Other notable aircraft at this year's event were Damien Mould's Skymaster Viper Jet in the Canadian colour scheme and Phil Celima's goliath of a machine, the Tomahawk Futura. David Gladwin thrilled the crowd with some very precise flying with his BAeHawk and Bob Gibson racked up his 300th flight on his much loved and trusty Boomerang.

The annual Jet Meet was held over the weekend of April 8th, 9th and 10th 2011 with pilots coming from all parts of Australia to be part of a great three days of flying. The weather over the three days, while not perfect, certainly was not bad enough to stop anyone from flying. Many new models could be seen at the event with Shane Bartlett from Melbourne flying both the Fly Eagles A-10 and the F-14 Tomcat. The F-14 had to be seen to be believed and was a shining example



Shane Bartlett lands his A-10

James Owen had several great flights with his F-18 in the tiger paint scheme and nailed all of his landings. Jason Starky flew his BVM Models King Cat all weekend with great success after his maiden flight on the first day of the show. The BVM King Cat Jet is much larger than the BVM Bob Cat with a wingspan of some 80" and overall length of 94". Jason had a ball all weekend racking up many successful flights with his King Cat which affords huge fuel load capacity. I am sure one of Jason's flights lasted 14 minutes or more and for a jet that is a long time.

Peter Agnew from Melbourne's Intairco flew his much loved and treasured Panther to the excitement of all around and while it flew with its usual precision it was not without incident. Peter on the second day experienced what all jet flyers fear the most and that was a flame out. That said, Peter skilfully landed the Panther safely and was able to fly another day!



Ben Jameison taxis his Eurosport

Ben Jameison, one of the younger flyers at the event held his own and showed some of the more experienced guys how to handle the northerly wind. Ben flew his trusty Eurosport most of the weekend with great skill and success.

This year's event saw a large number of pilots (approx. 60 in all) flying all the current models from manufacturers from all over the world. From the new SU27 (Skymaster) to Shane's brilliant example of the F-14 Tomcat there was a model for all tastes.



Damien Moulds lands his ViperJet



Jason Starky landing his BVM King Cat



James Owen lands his F16

The event was a huge success with all but one plane returning safely home. There were a number of undercarriage issues on the first day and even my own jet failed to lower the left hand side main gear which made the first landing somewhat of a challenge.

The facilities at Wangaratta Airport are first class and the boys from the VJAA and in particular, Mr Russell Eastaway and Mr Peter Agnew, made sure fun was had by all. I must confess that the seven hour drive from Sydney is a long and boring one but it is worth every second once you arrive and start burning some jet fuel.

James Ellingford (CKSMAC)



F-18 from Skymaster



Peter Agnew lands his Panther beautifully



Bananacoast Radio Control Flyers

To Secr. Mr. Mike Robinson,



Hello Mike, many Greetings, sending to you a copy of my latest model, this time something different. "Big, Bigger and the Biggest EDF Foamy" ever built out of Depron. I love this stuff, it is very strong, durable, light and cheap! Over the years I was mainly using it building my own design 3D models for practise but last few I got very much involved in high voltage powered EDF jets and am finding this material ideal. Last month I went ahead with an experiment to build the largest, most powerful! and the lightest jet model being powered by a 7500+ Watt power unit using 6mm sheets of Depron. Due to the

huge size I had to triple laminate the main frame using carbon fibre tubes and line the model with balsa leading edges for extra strength. I have based this model on various smaller versions I have designed in the past, finding this very useful. It is extremely simple using only two MG servos to operate elevon flying controls and one extra servo is used to steer the nose gear. The landing gear is fixed and very short to minimise the weight and the drag while using scrap aluminium offcuts. The whole airframe inc. landing gear cost me less than \$150- to build. The model is hand painted while using various water based house paints for good contrast. I must admit, my maiden flight almost finished in disaster due to the wrong assumed "CG" but next flights after some correction I find it absolutely magic to fly. Currently I'm working on my new project, this time a similar design which will be powered by a jet turbine, but before this I'm building an identical size prototype powered by a 5KWatt EDF unit to sort out my aerodynamics as the power unit will be placed at the extreme back of the model because of the jet exhaust heat.

Wing span	1450mm
Length	2650mm
Empty weight	5500grams
AUW (4x 6S4000)	7650grams
Power	127mm RAMTEC EDFI Scorpion motor
ESC	Castle Creation HV 160 Amp
Operating Current	48-50 Volts/up to 180 Amp current draw
Flight time	3-6 minutes
Max Speed approx.	200+km/h

Enc. few pics with the maestro himself, also detail of the power unit and battery compartment and next to the large-20kg MIG 29, (unfortunately not mine) powered by huge 200size jet turbine after my MOP flights.

Best regards, Joseph Frost (BRCF)



Heathcote Cup - Maddens Plains – 2nd & 3rd of April 2011

Well the 2011 Heathcote Cup competition is over and everyone had a good time.

On the Saturday the weather was not kind with a strong southerly wind and occasional rain squalls. Despite the conditions we managed to get through 6 rounds. Flying was very challenging and at times the heats were won with flight times of less than 7 minutes.

The strong wind conditions caused a little havoc. Some models damaged on launch and some were caught out when unable to return to the field from positions far downwind and landed out (in one case in trees).

Day 1 was won by Matt Lowe flying his Ceres Lift, second was Guy Brand flying a Pike Superior (borrowed from Jack Murphy -thanks Jack) and third was Mitch Todd flying his new Evolution. Max Stone was first in the 2 Metre class with his own design.

Sunday presented as a totally different day with beautiful sunny calm conditions all day. Most morning heats became a landing contest with nearly everyone making their 10 minute times. After lunch things changed and the wing swung to the east so we had 90 degree cross wind launches, plus it was much more difficult to find any reliable lift.

For Day 2 Brett Watts finished third with Jack Murphy in second and Matt Lowe in first place. Les Morris was the best placed pilot in the 2 metre class.

Overall result: The Heathcote Cup winner for 2011 was Matt Lowe, in second place was Fred Lodden and third was Ian Roach.

The results were:

2011 HEATHCOTE CUP Overall Result

Pilot	Day 1	Day 2	Total
Lowe, Matt	5000	5999	10999
Lodden, Fred	4509	5688	10197
Roach, Ian	4229	5886	10115
Murphy, Jack	4055	5980	10035
Gibson, Paul	4427	5515	9942
Metzger, Klaus	4191	5713	9904
Woodward, Colin	4013	5785	9798
Farrar, Don	4429	4846	9275
Simpson, Andrew	3436	4928	8364
Watts, Brett	673	5972	6645
Brand, Guy	4753	0	4753
Morris, Les	1882	2782	4664
Todd, Mitch	4620	0	4620
Stone, Max	2238	778	3016
Michael, Carolyn	0	2806	2806



Les Morris (l) launches Paul Gibson's (r) Explorer



And here is Paul on approach to land near the target spot for bonus landing points at the conclusion of a 10 minute flight



On a pleasant and sunny Day 2, in the period prior to the commencement of working time, a group of pilots and timers/launchers hook aircraft up to the winch lines and prepare for a flight

Illawarra Aerobatic Event April 2011

The Illawarra MAC welcomed the NSW Pattern Flyers for the first two day aerobatic event of 2011. There were 21 entries spread across all four classes, (including two pilots from New Zealand) and it was very encouraging to have some participants in "Sportsman" class which is the starting class.



Brian Dooley's Integral and Dave McFarlanes Balista

Saturday was a picture perfect Autumn day with warm temperatures and a balmy breeze which blew from behind the competitors and gave everyone practice at staying on a straight line. The competition plan for Saturday was to try and get four flights in for each class as the Sunday forecast was for deteriorating weather. We got away to a timely start and flew the F3A class which after an hour or so was followed by the Sportsman, Advanced and Expert classes as one group.

We were using two flight lines in an effort to get through the groups (except we let Ross Craighead from NZ fly solo so as not to risk his World Championship model) and this format worked very well.

The only risk with a two line arrangement is the possibility of a mid-air collision and sure enough, in the early afternoon that is what happened between two of the aircraft in the Advanced class so our commiserations to both owners. (part of our social responsibility in keeping the economy going).

Despite that incident and a few other exciting occurrences throughout the day, we moved through the flights at an orderly pace and finished the day with four flights in the computer for everyone.

Saturday night saw a large group of "diehards" head out to one of the local Chinese eateries where we had a very scrumptious meal and got to listen to "Paynie" tell his war stories again, it is a pity that the "Gavman" wasn't there to add some extra colour to the stories.

Sunday morning saw most of us placing our breakfast orders at the club's canteen where Ray and Cynthia Woods reminded us of why we love them. Then we got back into the flying routine, once again, the winds were blowing us out and off line so a testing time for everyone except those that seem to not be influenced by the winds. How do they do that?

Eventually Jason Arnold had the last flight in drizzle as the forecast rain was arriving, talk about almost perfect timing, Contest Director Dooley had achieved the impossible!



Flight Line 2 Shane Austin in Ready Box

COMMENTS

The flying standard in Sportsman class was very impressive, both Paul McCaw and Peter Beresford were participating in their second event but they had obviously been practicing with Paul consistently scoring in the 200 point range and Peter in the 170s.

Paul successfully picked up a promotion point.

Advanced class had a lot of "action", Richard Knox took one round, Vincent Parrett took two and the overall winner Joe "Grasshopper" Costa took three. Joe's scores are gradually creeping up toward the promotion point level and will probably start collecting them over the next few events.

Expert was really a one pilot race with two Illawarra boys Peter Amadio and Ray Woods going head to head. Peter cleaning up, but that is being a little unfair to Ray as he was plagued with engine problems throughout the weekend which meant that his reliability was uncertain.

F3A saw local pilot David McFarlane leading right from the gun with Chris Swain, Richard Hirst and John Payne following closely,, the quiet achiever award going to Shane Austin who stayed within 300 points of these boys.

OBSERVATIONS

The Angel 50 and Miss Wind 50 (both from the Sebart stable) are the most suitable aircraft for getting involved, these planes will carry a pilot from Sportsman through to Expert very capably and are attractively priced and readily available from retailers.

We were most happy to have to F3A pilots from New Zealand come and participate

F3A pilots can be taught how to pencil, it is within their memories, they just need a refresher course.

We were pleasantly surprised by the number of “interested” people that attended as observers, so thank you to all of you who came to watch and ask questions

Watch out for grasshoppers.

APPRECIATION

A very big thank you to the Committee and Members at Illawarra MAC, the field had been beautifully prepared, the canteen was great and the hospitality outstanding.

A thanks to all the entrants and some visitors for their help and cooperation throughout both days.

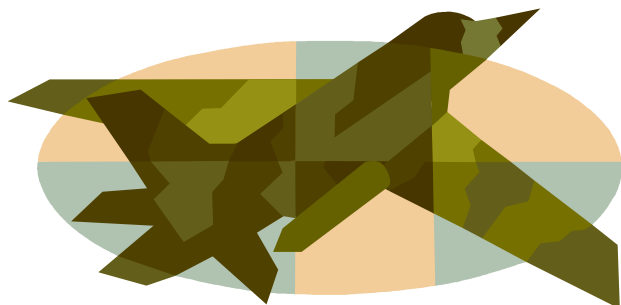
A very special round of applause to Cynthia and Ray for their outstanding effort in the canteen !

Visit the NSW Pattern Flyers website www.nswpattern.org.au for more photos and Association contact details.

Tom Collinge



Upcoming Events



COMSOA SCALE

FUN FLY 21st.and 22nd. MAY 2011

It's on again

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

SATURDAY THE 21ST. WILL BE A FREE FLYING DAY

SUNDAY THE 22ND. WILL BE TO OUR USUAL FORMAT WITH ORGANISED FLYING IN EACH CATEGORY.

JUDGING WILL BE BY ENTRANTS ON SUNDAY.

CATEGORIES---- MILITARY UNDER AND OVER 7 KG. ----

CIVILIAN UNDER AND OVER 7KG.----- SPORTS MODEL ----- JET

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

Total Prize pool \$1100

Canteen for cold drinks all weekend plus free tea and coffee.

Lunch on Saturday and Sunday. Entry fee includes lunch on Sunday.

If you are intending to participate please pre- enter if possible.

Entry for the weekend pre –entered is \$20 or \$25 if entering on the weekend

Pre entries will be entered in a draw, the prize being an open order for \$100.

Do not send entry money with Pre entry. Pay on the weekend.

For a registration form for pre entry go to our web site under "Scale Fun Fly" or "Events" or ring one of the numbers below and you will be sent one.

For general inquiries contact Paul Robertson 49468334 or Stewart Brackley 49470586. Camping at the field is possible—cold water and a toilet, no power.

GO TO OUR WEB SITE www.comsoa.com FOR AN ELECTRONIC REGISTRATION FORM and up to date info for the event and about our club.

NSW Large Scale State Championships

28th-29th May 2011

Hosted by the Manning Model Aero Club (Wingham)

Join in the **fun** of Scale Competition



For the fifth year running the Large Scale state champs will be held at Wingham on the Mid North Coast, and as usual both *Large Scale* and *Large Scale Open* will be run together

'*Open class*' for all non builder of the models will be run, so bring along your ARF or the model you picked up from the last swap meet and join in the fun with the rest of us

No documentation is required for '*Open Class*'

All first timers are welcome with no shortage of experienced modellers to lend a hand

Model sizes to be minimum 65" Biplane - 80" monoplane

Contact: John Rolfe on 02 9734 6288

NOTE: Current MOP certificates will need to be sighted for all models over 7kg

WWW.TCMAC.COM.AU

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

Bananacoast Radio Control Flyers inc

are proud to host

Rally of Eagles

Warbirds Event, 2011

June 10th, 11th & 12th

Queen's Birthday Long Week-end

Come along and enjoy the Warbird experience

All aircraft to be of Warbird origin

(must be in military markings and have been trialled or flown by the military)

Open flying all week-end

No documentation required

Prizes for all categories

WWI

WWII

Post WWII

Pilots Choice

Team Scale

ARF

Electric

Best Flight

Hard Luck

Best Static

Junior

Model of the Meet

Nominations: \$20 per Pilot which includes a lunch and drink ticket

Bring as many models as you would like

Canteen facilities all week-end

Saturday Night Dinner TBA

Powered caravan sites & camping available at the field

Fixed wing, RC, Propeller powered aircraft only

Models over 7kgs require MOP permits that will be sighted

All pilots to have gold wings or be of gold wings standard

Contact Martin Cochrane,

Phone:- 02 66582364 or 0423691150.

Email:- mwc.scale@bigpond.com

Field location is 16km north of Coffs Harbour at the Coffs Harbour Clay Target Club field
on the eastern side of the highway.

Field is signposted.



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

Great Planes Giles 202 ¼ scale ARF with Super Tigre 2300.



Only flown 6 times, comes complete with Super Tigre 2300, Bisson Pitts style muffler, all servos, 36mhz JR receiver, APC 16x6, pilot, Du Bro fuel filler. Very good flying model, docile and predictable on low rates and very capable on high rates. Well put together and ready to fly, just fill the tank. Selling six models because I can't control myself in hobby shops and I can't afford a bigger house.

Price \$550

Hanger 9 Sundowner formula 1 80"

This Sundowner has the OS 200 four stroke and turns an APC 16x13 at 7900 rpm on standard fuel. It has remote glow driver and DuBro fuel filler and Tru-Turn spinner. Comes with all servos. complete and ready to fly with your receiver and battery. Has flown 10 times and is fully trimmed out and the motor is run in. Slight dents in the leading edge of the wing caused by safety sticks used to restrain the model during starting the engine, otherwise perfect.

Very smooth; easy to fly and land.

Price \$995



Velox Revolution II



The Velox Revolution II builds to a light, strong model that is capable of 3D performance. With normal control throws it becomes a precise, yet easy to fly sport model. And, as a result of the light wing loading, easy to land. I am offering it with the recommended 26cc CRRC Pro petrol motor and Pitts style muffler. However, as the Velox is a natural for electric power I am prepared to split Velox and motor.

Specifications:

continued over

Span 1730mm
Length: 1400mm
Weight: 8.5lbs
Wing area: 960sq ins
Motor: 120 2c 140FS 26cc gas
RC: 4 channel

Note there is no aluminium u/c - I intended to fit a carbon one. . I am selling two of these, the other is finished ready to fly (see below) and this one is the ARF with engine in the box. **Price \$290**

P47 Thunderbolt



This 70 inch P47 Thunderbolt was built by a very experienced aeromodeller from the World Models ARF kit, but has not been flown. It is ready to fly with just the addition of a receiver. It is fitted with all the options including flaps and retracts. The SC 120 2c engine has been run-in on the bench. Nine servos are fitted and a sub-C battery pack is included.

Specs:

Wing span: 70"

Fuse Length: 67"

Wing area: 893sq ins

Weight: 10.7 lbs

Price \$980

ESM Tiger cat with two new OS 91 four strokes and scale retracts.

This is the ESM Tiger cat arf. All of the hard work has been done, all hinging, servo fitting retract fitting, engines and nacelles have all been fitted. This model comes with all servos (11) fuel tanks and correct retracts with oleo legs. over 50 hours spent doing the hard bits, now nearly ready to fly. The two OS 91 four strokes are new with their boxes and mufflers and have not been run yet. Selling for less than the cost of the parts alone and 50 hours labour for free.

Awesome looking aircraft that flies superbly. need the space and no time to finish.

Price \$1100



Technopower 9 cylinder 66.5 cc big bore radial and free 97" Gee Bee.



This is the Greens 97" Gee Bee y racer fitted with the Technopower 66.5 cc 9 cylinder big bore radial engine. The model is complete and ready to fly, just add your Rx and Rx battery.

The model has a custom 9 cell on-board glow driver system wired in for trouble free starting and flying.

The motor alone sells for \$2900 plus plugs, shipping and glow system. The Gee Bee sells for \$890 and is eligible for scale racing. It cost me close to \$4300 to get it in the air.

Will sell complete with all of the above for the price of the motor alone.

Price \$2900.

DG 1000 102" with electric outrunner in the nose.



This Glider has a light epoxy glass fuselage with a clear canopy and cockpit interior. The wings are built up and fully balsa sheeted and covered with white film. All hinging is factory completed. setup for electric outrunner in the nose (included). just needs radio and ESC. although it is listed as used it is an ARF that has not been assembled.

Price \$150

Another Velox. (selling two)



This one is complete ready to fly, the other is still in the box (see above).

This Velox is fitted with the recommended 26cc gas engine and all servos and optional Pitts style muffler. includes both Rx and ignition batteries and is equipped with GWS and Tower pro Ball Bearing servos, 17x6 propeller and alloy spinner, only needs a receiver and fuel to fly.

Price \$760.

Contact:

Marcus Burke 0411116655

Ken Burke 0293375785

For Sale
First Batch - Owner retiring.

All models built from kits. No ARFs

1. DC3 - 2 x 40 2 stroke glow motors – hasn't been flown

2. Cessna Skylane – 90 4 stroke motor – hasn't been flown

3. Spitfire – 60 2 stroke motor plus air retracts - hasn't been flown

4. Britten Norman Islander - 2 x 40 2stroke motors – two flights

5. Large Super Kaos – 120 2stroke - two flights

No reasonable offer refused.

Greystanes area - for more information phone Bruce Townsend

on 9636 1008

**Deadline for submissions to
Newsletter #336 (June 2011) is
Tuesday 17 May 2011**