



Aeromodellers Thoughts

1. How important are these things to you?

	1-Not at all relevant	2	3	4	5 - Extremely relevant	N/A
Competing in competitions within Australia	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Flying at events outside of my state	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Training for a higher level of flying proficiency under The Wings System	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Flying at other fields around Australia	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Having access to heavy model inspections	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Having appropriate insurance	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Flying at my club field	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Having access and input to the management of ANSW	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Having CASA approvals to meet regulations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Receiving the Aeromodellers' NSW (ANSW) Newsletter and the latest news	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Flying with my friends who may not be insured through the MAAA	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Flying at events around the State of NSW	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Flying at other fields in my state	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

The results of the 2016 Aeromodellers NSW survey are in. See what aeromodellers think on page 13.

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Diary Notes

Next Aeromodellers NSW Meeting

Friday 12th August 2016, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.**

Following Aeromodellers NSW Meeting

Friday 9th September 2016, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.**

Newsletter #389 (September 2016) deadline for submissions:
Tuesday 16th August 2016.

Contacts

President / CFI	Bob Carpenter	president@masnsw.org	02 4577 6612
Secretary / Vice Pres	Tim Nolan	secretary@masnsw.org 74A Burdett Street, WAITARA 2077	0412 173 440
Assistant Secretary	Don Costelloe		
Treasurer	Steve Norrie	treasurer@masnsw.org	0418 874 740
Registrar	David Lewis	dave.lewis@internode.on.net PO Box 7291, SOUTH PENRITH 2750	02 4736 2611 0439 264 220
Newsletter Editor	Rob Masters	newsletter@masnsw.org	0418 160 295
State Field Officer	Steve Norrie	stateflyingfield@masnsw.org	0418 874 740
New State Field Coordinator	Greg Hoy		0417 284 615
Public Relations Officer and Webmaster	Aranka Nolan	publicrelations@masnsw.org	0419 540 104
Education Officer	Jackie Slaviero	educationofficer@masnsw.org	02 4577 6612
Deputy CFI North	Martin Cochrane	mwc.scale@bigpond.com	02 6658 2364
Deputy CFI South	George Atkinson	dcfis@exemail.com.au	0414 972 118

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

General Monthly Management Committee Meeting Minutes

Aeromodellers NSW Inc

DOOLEY'S Waterview Club
Cnr Clyde St & Silverwater Rd, Silverwater

Friday 8th July 2016

Meeting Opened: 8:00pm

Attendees: T Nolan, R Carpenter, S Norrie NSW SAS, D Lewis Coota ANSW, R Masters WPMAC, T Ingham WRCS, J Randall NSW Pylon, B Thrift CVRCMAC, E Ashley CVRCMAC, J Slaviero HMAS, A Nolan ROW, C Orphanos HMAS, G Atkinson WRCS

Visitors:

Apologies: M Stone HSL, B Young CMAC, G Hoy CMAC, J Deece HMAS, C Weatherhead WRCS

Minutes: Motion: That the minutes of the meeting held on the 10 June 2016 at DOOLEY'S Waterview Club, Silverwater as published in Newsletter 387 be accepted as a true and correct record of that meeting.

That the financials from June meeting as published in Bulletin 3/2016/2017 be accepted.

Moved: CVRCMAC **Seconded:** WPMAC **Carried**

Business

Arising:

Correspondence: *(N.B. Items of correspondence with one * are for information, items with two ** require a decision.)*

Correspondence In:

From MAAA:

M 1.1 Secretary, Executive minutes April-May 2016

* M 1.2 Secretary, response to Membership Security as noted in June 2016 minutes

From other than MAAA:

C 2.1 B Murphy, Archeville Eagles, thanks to MAAA/ANSW for successful Grant application

* C 2.2 B Thrift, CVRCMAC, passing of Allan Swift

C 2.3 M Beverley, Application for Temora Jet Meet

* C 2.4 R Martini, Archeville Eagles, request for details on the MAAA security breach

* C 2.5 T Wooller, feedback on the ANSW survey

C 2.6 N Alleyn, SNMAC, FW25 application

C 2.32 Newsletters Received:
The Feral Flyer June 2016

Late Correspondence:

Nil

Correspondence Out:

C 3.1 MAAA for G Atkinson, Professional Instructor renewal

Business Arising from Correspondence:

M 1.1 Questions have been asked about the confidentiality of the Executive minutes and the President showed the meeting the caveat from the MAAA on the front of the document. There followed considerable discussion about the right of members of all classes to view such documents in light of the MAAA President's statement in Perth that MAAA Affiliate members are **bone fide** members of the MAAA on the basis that they pay a "subscription" to the MAAA.

M 1.2 Moved to General Business for discussion.

Motion: That the inward correspondence is accepted and the outward correspondence be adopted.

Moved NSW Pylon **Seconded:** WPMAC **Carried**

Reports

Treasurer **Steve Norrie**

The Treasurer presented his report and submitted the accounts for approval and payment. These will be circulated by bulletin in the normal manner.

Motion: That the Treasurer's report be accepted and the accounts presented be approved for payment.

Moved CVRCMAC **Seconded:** WRCS **Carried**

President **Bob Carpenter**

I would like to thank Aranka Nolan for standing in for Tim whilst he was away during the last month.

Over the last month, your Executive has been involved with preparing the survey that was sent to all members via email last night (Thursday 7th July). If you have not received it, please notify the Secretary and we will ensure that you receive a copy.

The feedback in 24 hours has been remarkable. I will let Aranka provide the details in her report.

Why have we done this?

We endeavour to provide as much information as possible to our membership. Those clubs who have representatives attending the monthly meetings ask questions and are provided with the answers either immediately or within a satisfactory timeframe. However, we are not sure if the answers and the questions asked are those that the complete membership are asking. This survey is an attempt to get the

Information from the whole ANSW membership, not only the club Executives. The survey also has areas for you to ask questions of us that you may feel we have not addressed.

The survey is open until the end of July. We will then provide the complete results and all the extra questions that we are asked in a special August Newsletter.

Also, on the basis of this information, your Executive are planning to visit as many clubs as possible during this membership year. By having the results of the survey we can ensure that we are prepared to provide the answers to you directly.

Insurance:

One of the issues that has been identified already from the survey and the monitoring of social media is an ongoing question regarding insurance.

We all want and require insurance when we fly our aircraft. Many of the landlords or owners require proof that we have Public Liability Insurance. We have found that when dealing with Government representatives that they will not consider any applications unless we have this proof.

I want to assure all members that the Insurance you receive as part of your membership fee meets these requirements. It covers flying operations throughout Australia. One of the fine print items is that before your Insurance is able to be used you must have the Owner's or Landlord's permission to operate model aircraft from their property.

Another question that is continually being asked is why we have an excess of \$5000.00 when other bodies have one of only \$250.00. This is actually good business sense. MAAA has taken out the policy with a \$5000.00 excess, enabling it to provide to the members a reduced total cost of Insurance. If we had an excess of \$250.00 like other organisations, then you, the members, would be paying an increased cost of total insurance. Presently, in your 2016/2017 fees to the MAAA only about \$9.00 is the cost of Insurance.

Now how much do you the member pay of that \$5000.00 in the event of a claim?

As a result of the 2016 Annual Council Conference a motion was moved and carried that for the first claim in any membership year you will not pay any excess. That is right! You pay nothing!

Now how do they manage to do this?

MAAA over the years has built up an Insurance fund and actually pays for any claims less than \$5000.00 from this fund. These are the majority of claims that occur. It is only when a claim is over \$5000.00 that it goes to the Insurance Company. MAAA effectively self-insures for the first \$5000.00.

The whole procedure has been established by the Council of MAAA. The MAAA Executive cannot change this procedure unless it becomes a change in policy agreed to by the whole of Council.

Because the Insurance Company is not involved in claims below \$5000.00 MAAA can make whatever rules it wants as to how this component of the Insurance is managed.

Appointments

You will have read over the past few months of our endeavours to establish another State Flying Field using MAAA funding. To get this going we need a committee and we also need someone to act as the

Coordinator. To that end, Greg Hoy from the Cronulla Club has volunteered and we have pleasure in formally appointing Greg to this position. In accepting this, Greg has relinquished his position as Education Officer.

We will include reports from Greg in the normal business meetings from now on.

As a result of this appointment, we now have a vacancy for the position of NSW Education Officer and fortunately, we have a volunteer; Ms Jackie Slaviero. We believe that this is a step forward as Jackie brings over 20 years of experience as a teacher in the NSW Education Department. Therefore, we also have pleasure in formally appointing Jackie to this position.

ANSW Procedures

As a result of some of these changes, ANSW, will need to provide guidelines to our members when dealing with Government departments. We will, over a period of time, be providing formal processes and procedures for your Information and use as required.

These procedures will detail specifically how we need to work within NSW and will be available on our website as they are developed.

Public Relation Officer Aranka Nolan

The survey was published to all members of NSW last night and I am pleased to say we have received a healthy 257 responses overnight. The survey results so far are quite interesting and as expected we are getting a range of additional questions which we will be responding to once the survey is completed on the 31st July.

Also, I'd like to confirm that we will be publishing the results and that these will include all of the data collected other than names and contact details. Additional clarification has been provided via follow up emails.

So far it is quite heartening to see the positive responses we have had and it is great to see the engagement from clubs in the future thinking and direction of Aeromodellers NSW. We look forward to further discussions from clubs within New South Wales as we shape our direction for the future of Aeromodelling on your behalf.

Registrar Dave Lewis

Renewals are progressing well, presently we have 1130 members renewed and 70 Clubs. This renewal rate is well up on last year, again any club Registrars that need assistance with the MAAA Database please contact me for login details.

Chief Flying Instructor Bob Carpenter

No report this month.

Secretary and CASA Liaison Tim Nolan

There are a number of FW25 inspector applications and I will be travelling to complete these over the next few months, I would like to thank the applicants for their patience.

Education Officer Jackie Slaviero

Thank you for appointing me to this position. We have an exciting year ahead of us - with all levels of government, educational institutions and industry looking to promote Science, Technology, Engineering

and **Mathematics (STEM)** - because of this, ANSW is in a perfect position to provide activities to inspire youth into our sport and hobby.

Firstly, I would like to thank David Bolstad from WRCS for taking the initiative and organising an event with some others from his club in partnership with Wenona School. Working together, David, myself and the director of STEM Education at the school are planning a STEM Pilot Program with an aim to inspire girls into this field. There will be an article in a future newsletter about the one-day event that they conducted and I am sure the bigger project will be a great success.

I have been in discussions with Bunnings about their 1st September event. So far we have 6 clubs interested. All that is required is a few hours of your time, setting up a static display and talking to members of the public about all things aeromodelling. In the next week or so, I will set up the communication between the clubs and the Bunnings stores as well as email out a flyer that can be modified by each club, printed off and handed out. If you have not responded and still want to join in, just email me at jackie.slaviero@hotmail.com .

Over the next few months, I will be developing guidelines to assist clubs in engaging with education institutions and the community in general. Suggestions and comments, ideas and hints are always welcome.

Copies of the colouring in sheets that I designed for the Penrith Lakes event are available to all clubs for use at their events. Samples were In the last newsletter – again, just let me know if you want copies.

If anyone would like to assist in the education and outreach space (this includes sharing activities that work, ideas that you think may work and ideas that you have but need help with), please email me at jackie.slaviero@hotmail.com .

Other Reports:

Nil

Motion: That the reports be accepted.

Moved WRCS **Seconded:** NSW SAS **Carried**

Awards:

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

Robert Marshall	Wyong Rive	27207	S
Albert Visvalingham	WRCS	83340	S
Corey Ballantyne	BDMAC	83137	B
Peter Eaton	BDMAC	73851	B

Applications received for the approval of MAAA Rotary wings – Silver/Bronze Wings:

Stephen Cockram	WRCS	81728	S
Michael Krzanowski	WRCS	40557	S

General Business:

The first item of General Business is:

1. The next General Monthly Management Committee Meeting of Aeromodellers NSW will be held at DOOLEYS Waterview Club, Silverwater commencing at 8pm on Friday 12 August 2016, all members and visitors are welcome.
2. Correspondence item M 1.2 presented to the members for their information as requested by the Federal Secretary:

Dear Tim

I notice in the latest ANSW newsletter that reference is made to the Membership System security issue reported by yourself. This issue was addressed and rectified. The rectification and the reasons are noted and always have been, in the 'Site updated on' (bottom of the system in red) which was the agreed method for notifying changes and updates to the system, by the State Associations when it was constructed.

Could you please draw your affiliate members' attention to this please as all amendments and updates are logged there. This also serves as an excellent tutorial for new members.

Regards

Kevin

27 May 2016 - Version 3.0.9

- 1 **Member level login** A loophole in the system was identified that made it possible under certain circumstances for a member to view (but not edit) data other than their own personal details or fellow club member contact details.
 - The condition that caused this breach has been identified and plugged.
 - The button on the [Club Membership](#) page now downloads all data fields for the Members tab (1 record only) and only the contact fields for the Members Contact Details tab (all club members). For registrars & administrator login accounts all fields are downloaded as it did prior to this update.
 - For convenience, when the [Club Membership](#) page is opened it now shows the Members Contact Details tab (member level login only) because it has more relevant information.
- 2 **Login page**
 - Added "Forgotten your password? [Resend new password](#)" to the login control.
 - This means if a user has forgotten their password they can request a new one straight away rather than keep entering a wrong password until the system locks their account which then enables a new password to be sent.
- 3 **Training System**

Updated the database with a copy of the working database to make it more relevant.

Numerous members at the meeting sought clarification as to what was meant by "A loophole in the system was identified that made it possible under certain circumstances for a member to view (but not edit) data other than their own personal details or fellow club member contact details."

The Registrar advised the meeting that two MAAA Affiliate members of ANSW (with no administrator access) had been able to download the entire MAAA database, via this "loophole". The file downloaded provided complete details of some 10,600 MAAA Members, this included, full name, address, DOB, phone numbers, email address, pension numbers etc.

A member at the meeting who has been a victim of identity theft indicated that this was more than enough information for a person's identity to be compromised. The MAAA have been unable to advise how many people have accessed this data or how many times it has been downloaded.

It is the view of the ANSW Executive that all MAAA members should be fully aware that their personal data as contained in the MAAA database has been compromised and they should take steps to monitor and look out for any signs of unusual activity that may indicate identity fraud/theft.

There being no further business before the meeting, the meeting was declared closed at: 9.45pm



It began life as an ARF Durafly Storch



Had an unintended consultation with a hard surface
(Yes, at the hands of your editor)

A rebuilt front end, some fibre glass and micro balloons for the cowl, some covering, Humbrol paint and stickers and Voila (or I should say “Ecco” in Italian) – it has joined the “Reggia Aeronautica”.



A much better ending than the round filing cabinet!!

Aeromodellers NSW 2016 Calendar

(Compiled 6/8/2016)

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

Aug 2016

6-21	Old Timers - 1/2A Texaco	Various	Grant Manwaring	02 6241 1320
12	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
13-14	RC Precision Aerobatics	Nowra	Felix Nieuwenhuizen	0428 880 633
20-21	TARMAC Scale Rally	Tamworth	Neil Jewell	0417 467 864
20-21	NSW State Championships – F4C, F4H & OPEN	Richmond	Paul McKeown	0411 126 995
26-28	Old Timers - Oily Hand Weekend	Cowra	Andy Luckett	02 6342 3054
28	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440

Sep 2016

9	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
10-11	Coota Cup	Cootamundra	Grant Manwaring	02 6241 1320
10-11	RC Precision Aerobatics	Gunnedah	Felix Nieuwenhuizen	0428 880 633
16-18	Coota Fun Fly	Cootamundra	Mark Ashby	0456 043 355
18	Pylon Racing	Richmond	Peter Kerney	0407 013 230
18	HSL F5J	Maddens Plains	Col Woodward	0414 384 467
24	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
24-25	2m Glider Millennium Cup Rnd 4	Gloucester	Paul Gibson	0425 356 533
24-25	Club Scale Round 3 (BAC)	Cecil Park	Paul McKeown	0411 126 995

Oct 2016

1-2	Old Timers - Eastern States Gas Champs	Wangaratta	Grant Manwaring	02 6241 1320
1-3	Northern NSW F5J (AEFA)	Pottsville	Peter Pine	0407 732 440
9	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
12-16	Invitational Scale Classic Downunder 2016	Cootamundra	John Rolfe	0402 102 512
14	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
23	2m Glider Millennium Cup Rnd 5	Maddens Plains	Fred Lodden	0418 443 804
28-30	Luskintyre Scalefestival 2016 (Flying Scale Aircraft Association of NSW)	Luskintyre	John Crockford	02 9489 7370
29-30	F5J Annual Tournament – NAAS Club Field	Canberra	Greg Tracey	0414 558 317
			Peter Pine	0407 732 440

Nov 2016

5-6	Club Scale Round 4 (RAAFMAC)	Richmond	Paul McKeown	0411 126 995
11	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
12-13	Old Timers - Golden West Event	Parkes	Peter Smith	0423 452 879
12-13	Warialda Fun Fly	Warialda	Barry Power	0427 885 058
13	Shoalhaven Shield & 2m Glider Millennium Cup Rnd 6	Bomaderry	Ian Avery	02 4232 1093
19-20	Pylon Racing (TBC)	Marulan	Peter Kerney	0407 013 230
20	F5J (Picton Cup Rnd 2)	Appin	Bill Gibson	0435 439 377
23-27	Invitational Scale Classic Downunder	Cootamundra	Cheryl Rolfe	cheza1954@iprimus.com.au

Dec 2016

9	Aeromodellers NSW General Meeting Dooleys Waterview	Silverwater	Bob Carpenter	02 4577 6612
11	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440

Jan 2017

26-29	37th Armidale Sailplane Expo	Armidale	Hutton Oddy	0425 285 758
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See Better, Fly better

Reprinted from "At The Field Offbeat Stories About R/C Model Airplanes & The People Who Fly Them"

by David P. Andersen

Something all aces had in common was exceptional eyesight. Manfred von Richtofen, Chuck Yeager and Erich Hartman attributed success to seeing the enemy before the enemy saw them. The best R/C flyers, such as Top Gun winner Dave Schulman, have excellent eyesight too.

Have you ever been bothered by watering eyes while flying? You see clearly until about five minutes into a flight, and then tears make your monoplane look like a biplane. Here's what's happening.

Normally, your eyes are protected by three fluids: water, a lubricant and an anti-drying agent. When concentrating intently on your airplane, blinking rate drops 75% or more. In the warm summer wind, this dries your eyes. If they get too dry, they go into an emergency mode that squirts only water into your eyes—no lubricant and no anti-drying agent. The excess water distorts vision and ruins your slow roll.

What to do about it? You will find "lubricant eye drops" at the drug store. Refresh Tears is a popular brand. Use it before flying. It also relieves common eyestrain in dry winter air when reading or working in your shop—same cause: staring reduces blinking.

I nearly gave up on a student pilot who didn't seem to be able to learn to fly. Week after week, he would turn the wrong way at altitude. Other flyers said he was hopeless. Then one day he got new glasses. His flying immediately improved. A month later he beat me in a glider contest! He confided later that he hadn't realized how poor his farfield vision had become. It deteriorated so slowly that he was not aware of the change.

Sometimes, eyeglass prescriptions do not completely correct far-field vision. The criterion is the ability to read road signs. But perfect correction at even greater distances is needed for R/C flying. Tell your eye doctor about your hobby and ask for 100% far-field correction. Prescription sunglasses tend to be clearer than clip-ons due to less internal reflection. Polaroid glasses tend to greatly reduce the glare on wings, improving your ability to see the 175 attitude of the plane. Yellow sunglasses are excellent for flying against an overcast sky or late evenings because they maximize contrast under these conditions.

Clear vision is important when the plane is close because it lengthens perception of depth. The farther your perception of depth extends, the better it will be to perceive distance and direction of flight when landing. Perception of depth to several hundred feet is needed. The clearer your vision in both eyes, the better your landings will be.

Bob Hansing put a lot of research into this because he was blind in one eye. He discovered that an R/C pilot must be able to see both glide angle and direction of flight equally well in order to line up on final approach. His experiments found that standing in a position that gave him a 45-degree view of the final approach flight path was optimum. It was good enough for him to win some major contests.

See you at the field.

Club News & General Interest

NSW Aeromodellers Survey Results 2016



Dear Aeromodellers

We gave an undertaking that we would publish the survey results as quickly as possible following the close of the survey. We also said we would provide the survey comments unedited.

Please find attached your access to the survey results unedited. We have removed the names for privacy reasons which we think is appropriate under the circumstances.

I am fairly confident that this will generate some discussion amongst clubs and I look forward to hearing any additional feedback.

We will be responding to the free form comments within the coming editions of the newsletter and will also be responding to those people who provided their names individually.

Thanks to those who participated in the survey and for taking the time to provide your opinion.

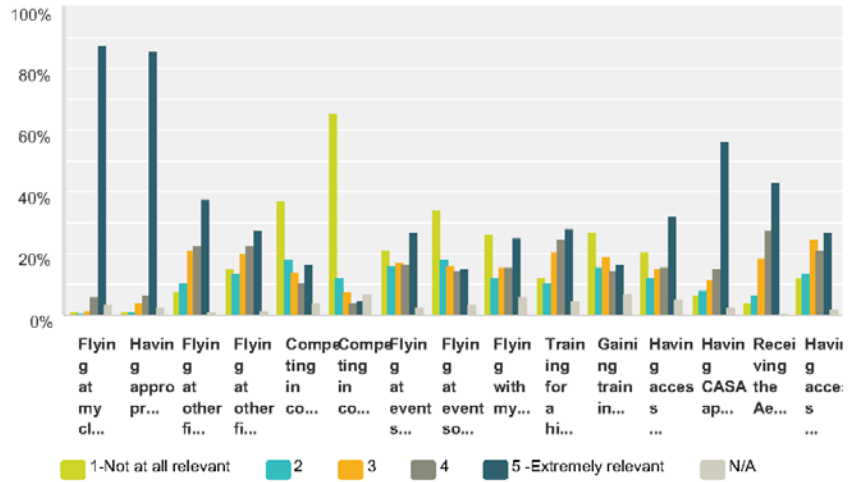
Bob Carpenter
President Aeromodellers NSW Inc.

Note that when you are reading the result of different answers within the survey, the light grey numbers underneath headings and within each answer show the number of people who answered that question. The number of people who skipped the question are also included. This approach is also present under each response.

Aeromodellers Thoughts

Q1 How important are these things to you?

Answered: 523 Skipped: 9



	1-Not at all relevant	2	3	4	5-Extremely relevant	N/A	Total
Flying at my club field	1.16% 6	0.39% 2	1.54% 8	6.18% 32	87.45% 453	3.28% 17	518
Having appropriate insurance	0.78% 4	0.78% 4	3.88% 20	6.40% 33	85.66% 442	2.52% 13	516
Flying at other fields in my state	7.36% 38	10.47% 54	21.12% 109	22.67% 117	37.40% 193	0.97% 5	516
Flying at other fields around Australia	15.09% 78	13.35% 69	19.92% 103	22.44% 116	27.47% 142	1.74% 9	517
Competing in competitions within Australia	36.82% 190	18.22% 94	14.15% 73	10.27% 53	16.47% 85	4.07% 21	516
Competing in competitions overseas	65.38% 338	11.99% 62	7.35% 38	3.87% 20	4.64% 24	6.77% 35	517
Flying at events around the State of NSW	21.08% 109	15.86% 82	17.02% 88	16.63% 86	26.89% 139	2.51% 13	517
Flying at events outside of my state	33.98% 176	17.76% 92	15.83% 82	14.29% 74	14.86% 77	3.28% 17	518
Flying with my friends who may not be insured through the MAAA	26.11% 135	12.19% 63	15.28% 79	15.28% 79	24.95% 129	6.19% 32	517
Training for a higher level of flying proficiency under The Wings System	12.16% 63	10.42% 54	20.46% 106	24.52% 127	27.99% 145	4.44% 23	518
Gaining training to become an instructor	27.13% 140	15.31% 79	19.19% 99	14.73% 76	16.67% 86	6.98% 36	516
Having access to heavy model inspections	20.54% 106	12.02% 62	15.12% 78	15.50% 80	31.78% 164	5.04% 26	516
Having CASA approvals to meet regulations	6.46% 33	8.02% 41	11.55% 59	14.87% 76	56.56% 289	2.54% 13	511
Receiving the Aeromodellers' NSW (ANSW) Newsletter and the latest news	3.87% 20	6.38% 33	18.57% 96	27.47% 142	43.13% 223	0.58% 3	517
Having access and input to the management of ANSW	11.97% 62	13.51% 70	24.52% 127	21.04% 109	27.03% 140	1.93% 10	518

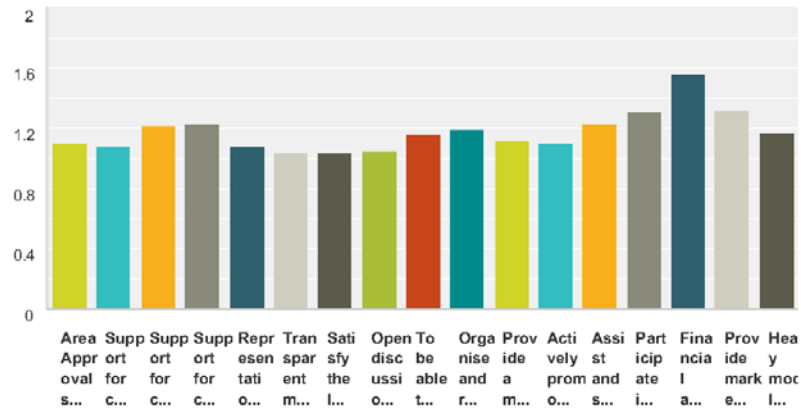
The answers to the 'Other' section included:

- That pilots breaking rules knowingly are held responsible, NOT the Club causing restrictions to Club. Eg Albury's height restrictions.
- 2 meaning not so important as aposed to not so relevant
- Supporting Modellers flying for Australia
- i am a casa approved pilot
- Lot of questions were the same. I'm not really interested in the politics. Just like to fly RC, CL and A bit of FF without all the animosity
- Q5 makes no sense.
- Earn an income from teaching/Training
- Clubs to have a vote despite less that 10 members
- Having another State Field in Northern NSW region.
- 7 DAY A WEEK ACCESS TO MY FIELD AND UNRESTRICTED ACCESS TO OTHER FIELDS WITH FULL INSURANCE COVERAGE
- I am a Flying Instructor
- Flying RC has become ridiculously complicated for something that IS all about boys out playing with TOYS. look up the definition of toy in the dictionary, what we do satisfies at least 3 seperate definitions. The whole thing is overly officious
- Getting modeling peoples stories through the news letter
- Having an open field policy, removing current discrimination between AMAS and ANSW
- To have my AMAS or MAAA insurance recognised on any field regardless of their affiliation
- Get a better Stare field or fields, the one at Cootamundra is CRAP!
- A large amount of flyer I see at events or there own fields either have no understanding off the mop rules and flying etiquette and just blast away doing there own thing, very really doses anyone say anything let-alone do anything. A little more education is required
- still waiting on finalization of instructors course from coffs harbour 2016
- You missed the most important question of all. Acess to decent suitable flying sites. Major problem! If we cant secure decent and suitable flyingc sites this hobby will slowly die!.
- Sale of the State Field it's a WAFTAM for most members
- Meetings in the country areas
- Making sure instructors are re accredited every 5 years minimum. 2 Making sure actions are taken when safety is being negated by clubs. 3 make MOPS mandatory rules for all to follow (not guidelines).
- Prudent management of member funds.
- Supporting others in the sport.
- why do we need answ if we got maaa it just costs me more.
- Turbine awareness they should be no different from an electric or gas plane as other clubs ban them as they scare them
- Acquisition of property much closer to Sydney than Cootamundra. Provision of excellent field and club facilities, including a lake
- An important issue is access and permission to suitable flying sites, which are becoming increasingly endangered
- Some jet turbine flying need jet friendlyfields
- Having more emphasis on electronic RC models. Now this second time around I only fly electric models at my local park.
- Flying mixed disiplines, power, glider and rotary at club fields and flyin's.
- Flying with my friends at interstate MAAA fields.

Aeromodellers Thoughts

Q2 As a member of Aeromodellers NSW, I expect the following:

Answered: 498 Skipped: 34



	Yes	No	Total	Weighted Average
Area Approvals organised with CASA	90.47% 446	9.53% 47	493	1.10
Support for clubs when they are creating events that include public displays	92.45% 453	7.55% 37	490	1.08
Support for clubs in the running of their fields	77.80% 382	22.20% 109	491	1.22
Support for clubs in the management of local issues	76.83% 378	23.17% 114	492	1.23
Representation of NSW members and clubs at the MAAA National Conferences, discussions and other matters that arise in the course of running NSW	92.48% 455	7.52% 37	492	1.08
Transparent management of ANSW	95.72% 470	4.28% 21	491	1.04
Satisfy the legal obligations of ANSW	95.71% 468	4.29% 21	489	1.04
Open discussion on improving the systems and services provided by ANSW	95.06% 462	4.94% 24	486	1.05
To be able to communicate directly with the NSW Executive	83.57% 412	16.43% 81	493	1.16
Organise and run instructors courses for ANSW members	81.06% 398	18.94% 93	491	1.19
Provide a monthly newsletter that includes the minutes of the monthly meetings as well as other articles	87.96% 431	12.04% 59	490	1.12
Actively promote the sport at public display opportunities	89.75% 438	10.25% 50	488	1.10
Assist and support clubs in their training of new pilots	76.75% 373	23.25% 113	486	1.23
Participate in monthly meetings where clubs are able to share in the direction of business matters and state affairs	69.47% 339	30.53% 149	488	1.31
Financial assistance to clubs from ANSW - Note this would mean increases in State Fees	44.28% 213	55.72% 268	481	1.56
Provide marketing support for events / advertising	68.19% 328	31.81% 153	481	1.32
Heavy model inspections by qualified representatives	83.13% 404	16.87% 82	486	1.17

Survey Questions 3 and 4:

Your questions to Aeromodellers NSW Executive

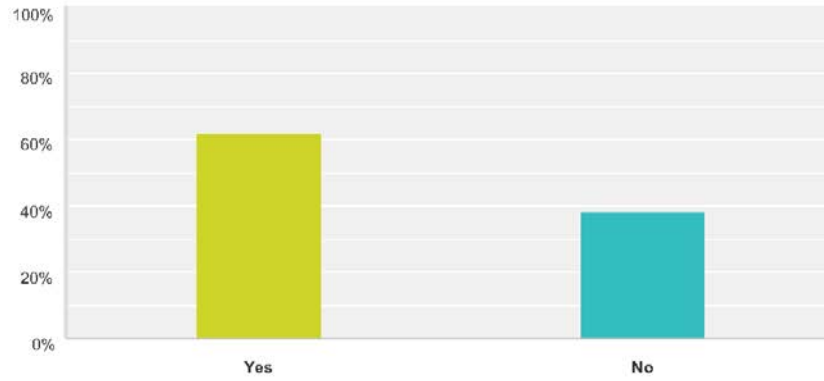
There were roughly 10 A4 pages of comments and questions. These are too numerous to publish here but have been made available in full (less personal identification) via the recent email sent out to all Associate Members of Aeromodellers NSW. Ten of these are provided here as an example.

-
1. What means are currently available for providing legal assistance to clubs to maintain access to flying fields and right to fly.
 2. Just another wast of money, we have lost membership at our club because of the MAAA bullshit, I am one of many at our club that feel its time to get rid of the MAAA and you guys.
 3. As with most clubs, ours is stuck in the dark ages, it's almost a constant argument with the entrenched old guys to get anything done, a lot of new comers see this and are put off, my question is how can we change the ideas and perspective of these guys, while furthering the sport and club
 4. Nil at this time
 5. I have terminated my club membership in protest of the MAAA's refusal to allow other fully insured flyers to fly alongside MAAA members. This is straightforward discrimination and what's more closely resembles Mafia stand-over techniques. I have been insured with AMAS for several years now just to avoid having to deal with the MAAA in case of a claim. The MAAA's lack of transparency, the inability of members to vote for or have input at that level, the apparent interest in a few overseas competitors and their disregard for ordinary club members, their unprecedented over charging and hoarding of members fees are all reasons why I believe they should be wound up and the recent fight with New South Wales members representatives was the final match to the fire. So frankly it is very unlikely that any small concessions you may achieve as a result of this survey would persuade me to rejoin. As XXXX XXXXXXXX from the XXXXX Club has stifled any discussion of alternatives for XXXX MFC and refused to support Aeromodellers NSW when the amalgamation was being forced upon them, I am not rushing to rejoin either.
 6. If we ever put in an insurance claim, would they actually pay up? If we ever needed legal representation to keep our fields would you be able to help us with this."
 7. Can you get some sort of unity going with instructors as so they can follow that instead of there own ideas ? And hence not confusing the new comers training.
 8. I hope that the committee of ANSW continue to provide the same high standard of performance and representation of members interests to the the MAAA as you have been doing in the past. Is there any chance that the committee of the ANSW could take over the MAAA after ditching the bunch of egotistical clowns presently in office?
 9. what is being done by the Executive to promote Awareness within the full size community of the existence, location and operating hours of Members fields.
 10. Representatives from CLAS and NSW FFS all claim that ANSW are unreasonable in their demands for a single NSW entity. My information from an observer at the Perth MAAA meeting is that he was disgusted at the attitude of most present towards each other and towards concensus. Why can't our elected representatives work together for the benefit of Australian aeromodelling?

Aeromodellers Thoughts

Q5 Would you find it acceptable if there were no restrictions on pilots to fly at any field as long as they could prove they had current insurance?

Answered: 443 Skipped: 91

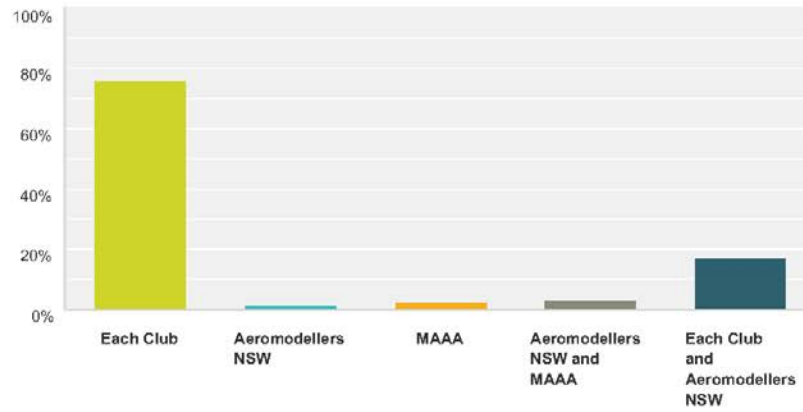


Answer Choices	Responses	
Yes	62.08%	275
No	37.92%	168
Total		443

Aeromodellers Thoughts

Q6 Who should decide who flies at your field?

Answered: 447 Skipped: 85

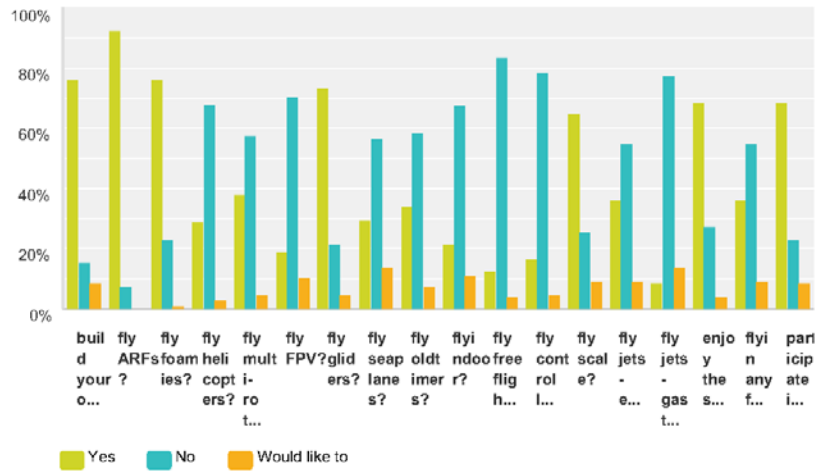


Answer Choices	Responses
Each Club	76.06% 340
Aeromodellers NSW	1.34% 6
MAAA	2.68% 12
Aeromodellers NSW and MAAA	2.91% 13
Each Club and Aeromodellers NSW	17.00% 76
Total	447

Aeromodellers Thoughts

Q7 Do you....

Answered: 454 Skipped: 78



	Yes	No	Would like to	Total
build your own aircraft? (from scratch, parts, intricate kits)	76.01% 339	15.70% 70	8.30% 37	446
fly ARFs?	92.34% 410	7.43% 33	0.23% 1	444
fly foamies?	76.08% 334	23.01% 101	0.91% 4	439
fly helicopters?	28.94% 123	68.00% 289	3.06% 13	425
fly multi-rotors?	37.88% 161	57.65% 245	4.47% 19	425
fly FPV?	19.09% 80	70.41% 295	10.50% 44	419
fly gliders?	73.74% 323	21.69% 95	4.57% 20	438
fly seaplanes?	29.48% 125	56.37% 239	14.15% 60	424
fly oldtimers?	33.88% 144	58.59% 249	7.53% 32	425
fly indoor?	21.69% 90	67.47% 280	10.84% 45	415
fly freeflight models?	12.26% 51	83.65% 348	4.09% 17	416
fly control line models?	16.75% 70	78.71% 329	4.55% 19	418
fly scale?	65.13% 282	25.64% 111	9.24% 40	433
fly jets - electric ducted fan?	36.02% 152	54.98% 232	9.00% 38	422
fly jets - gas turbines?	8.58% 35	77.45% 316	13.97% 57	408
enjoy the social events at various fields without flying?	68.26% 299	27.63% 121	4.11% 18	438
fly in any formal competitions?	35.80% 155	55.20% 239	9.01% 39	433
participate in general fly-in events?	68.74% 299	22.76% 99	8.51% 37	435

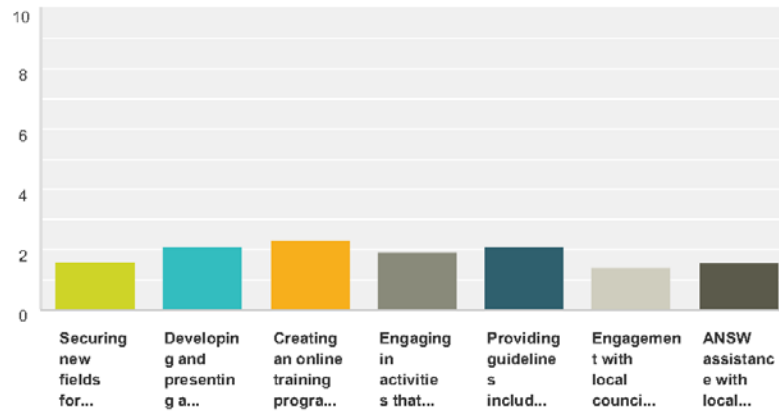
And the “any other comments” section to Question 7

- Self Guided Model Aircraft (SGMA), flight stabilisation systems, telemetry, aerodynamics, solar powered model aircraft.
- make it quite clear the difference between quadcopters and drones , there is a difference.
- Flying and developing drone software and airframes (fixed and rotary wing).
- Fly Ducted Fan I.C.
- Drink cups of tea with my club mates on a Sunday arvo.
- F5J.
- UAV.
- Training.
- going to maaa clubs and not having to deal with fools from amas.
- ARF kits are important to me so that i can fly asap due to age.
- Help organise control line events at oval where we live.
- Club Events.
- would like local mass build indoor model events.
- I fly Pattern.
- Freestyle.
- Aerobatics.
- Quad Racing. Not club affiliated.
- engine collector.
- slope soaring/dlg.
- Have flown multi-rotor and FPV, no longer wish to.

Aeromodellers Thoughts

Q8 What do you see as important in the future direction of the sport and what you would like ANSW Executive to focus on?

Answered: 454 Skipped: 78

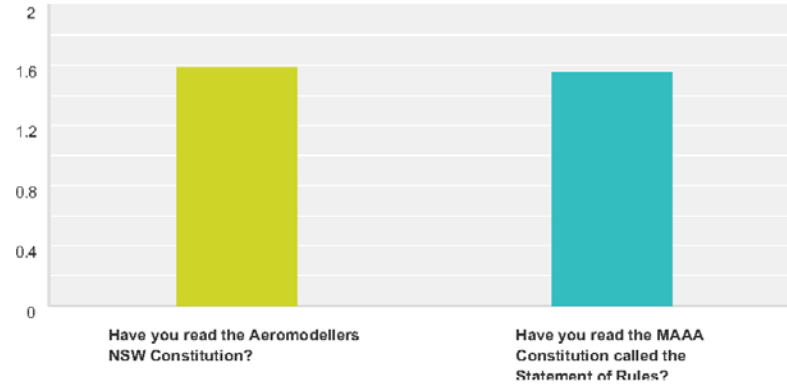


	Very important	(no label)	(no label)	(no label)	Not important	Total	Weighted Average
Securing new fields for Aeromodellers to use in NSW	67.33% 305	17.44% 79	9.27% 42	1.77% 8	4.19% 19	453	1.58
Developing and presenting a schools program that teaches kids to fly models	40.84% 185	28.04% 127	19.87% 90	5.30% 24	5.96% 27	453	2.08
Creating an online training program for new enthusiasts and those seeking a refresher before going to the field	31.19% 141	30.97% 140	20.80% 94	8.41% 38	8.63% 39	452	2.32
Engaging in activities that promote the sport to the wider community	47.12% 213	29.42% 133	14.60% 66	3.54% 16	5.31% 24	452	1.90
Providing guidelines including checklists for safety at weekly or regular flying days.	36.24% 162	32.21% 144	20.58% 92	5.15% 23	5.82% 26	447	2.12
Engagement with local councils where we are interested in maintaining or securing a new flying site.	73.11% 329	17.78% 80	5.78% 26	1.11% 5	2.22% 10	450	1.42
ANSW assistance with local councils / land owners	68.07% 307	17.52% 79	9.31% 42	2.00% 9	3.10% 14	451	1.55

Aeromodellers Thoughts

Q9 Constitutions,

Answered: 453 Skipped: 79

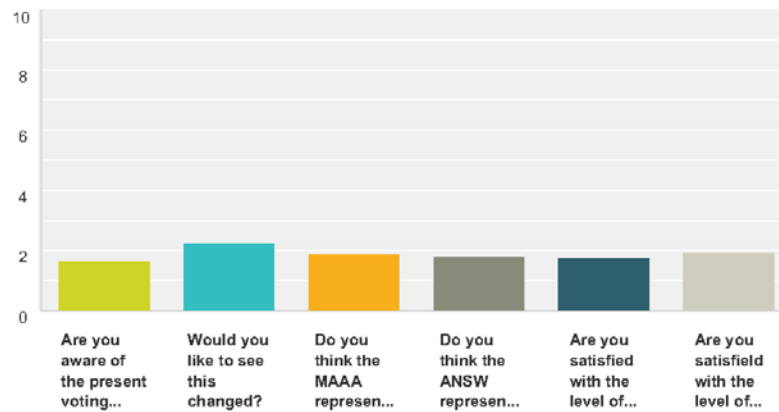


	Yes	No	Not interested	Total	Weighted Average
Have you read the Aeromodellers NSW Constitution?	43.93% 199	52.98% 240	3.09% 14	453	1.59
Have you read the MAAA Constitution called the Statement of Rules?	46.65% 209	51.12% 229	2.23% 10	448	1.56

Aeromodellers Thoughts

Q10 Voting and decisions. This question is focused on understanding your present views on the structure of our sport, the way decisions are taken and the distribution of the collective funds managed by MAAA

Answered: 454 Skipped: 78



	Yes	No	Unsure	Total	Weighted Average
Are you aware of the present voting system atMAAA?	46.44% 209	40.44% 182	13.11% 59	450	1.67
Would you like to see this changed?	27.19% 121	20.22% 90	52.58% 234	445	2.25
Do you think the MAAA represents value for money?	36.08% 162	36.30% 163	27.62% 124	449	1.92
Do you think the ANSW represents value for money?	51.11% 231	17.26% 78	31.64% 143	452	1.81
Are you satisfied with the level of visibility of ANSW affairs?	53.22% 240	17.96% 81	28.82% 130	451	1.76
Are you satisfied with the level of visibility you receive fromMAAA?	32.23% 146	41.50% 188	26.27% 119	453	1.94

Survey Question 11:

What do you expect from the MAAA? Please provide comments on the services that you expect from them.

There were roughly 12 A4 pages of comments and questions. These are too numerous to publish here in full but have been made available via the recent email sent out to all Associate Members of Aeromodellers NSW. Ten of these are provided here as an example.

-
1. Somewhere legal to fly
 2. Liason with all relevant federal bodies to safeguard our right to have access to flying fields and to be able to fly. This would include a special committee to negotiate, and having a good commercial and legal knowledge of the problems existing and those around the corner.
 3. I expect the MAAA to work together with other organisations like AMAS in order to mend the division within the model flying community so that we can fly at the same field as others irrespective of who insures them. Spend a higher percentage of our affiliation fees on a more comprehensive unifying policy rather than one of division. Make the policy more transparent and available for all members to read if they wish.
 4. Fold and go away!!!!
 5. CASA liaison, Organisation of national events
 6. Leadership Direction
 7. Satisfied as is
 8. To get rid of us and them and work as one
 9. I would expect the MAAA to support the states the same was as ANSW supports their clubs and not to be so parochial. More guidance should be forthcoming not be dictatorial.
 10.
 - i. To be the national body representing aeromodelling in Australia. It should be the "one stop shop" for the Australian government, public service and authorities to provide and maintain the legal and administrative framework to permit the operation of model aircraft in Australia.
 - ii. Provide an effective insurance policy to support aeromodelling at an affordable cost.
 - iii. Develop and maintain the MOPS to provide a safe and effective environment.
 - iv. Promote aeromodelling to the Australian Society and its governments and organisations.
 - v. Represent Australian aeromodelling with national and international organisations including the FAI.
 - vi. Develop an open source training scheme with online delivery ideally in collaboration with other international organisations.
 - vii. Develop a nation wide educational program to facilitate co-operative programmes with educational institutions at the primary secondary and tertiary levels. Ideally in collaboration with other international organisations. Child protection to be an integral part of the development of the programmes.
 - viii. Foster innovation, host symposia and conferences on aeromodelling developments, inviting keynote speakers in the fields of aviation. Most likely this is best combined with the traditional jamboree style Australian National Competitions. e.g <https://www.youtube.com/watch?v=RoT2upDbdUg>
 - ix. Support the permanent acquisition of aeromodelling sites including incorporation into Development Planning, environment plans, providing resources and guidelines to government at all levels.
 - x. Facilitate the participation of Australian aeromodellers in national and international events.
-

Survey Question 12:

In your opinion how relevant are the MOPS? Do they add value or just make it harder?

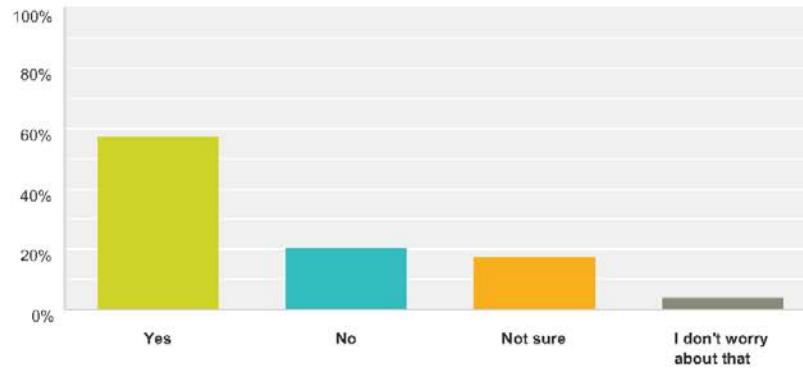
There were 277 responses over 14 A4 pages to this question. These are too numerous to publish here in full but again, have been made available via the recent email sent out to all Associate Members of Aeromodellers NSW. A page of these are provided here as an example.

-
1. MOPS are very important for over 7kg. Should be introduced to 2 - 7kg also
 2. Not read them.
 3. Yes they are a necessary means of regulating activities.
 4. MOPS are a good guideline and can be useful in some instances
 5. Just BS, CASA have regs that are the LAW !!!!
 6. Moderately of value
 7. Add Value
 8. Are ok as is
 9. Must have
 10. Important
 11. MOPS are very relevant as guide lines
 12. MOPS are the foundations of all aviation related activities. They are essential especially in an increasingly difficult environment.
 13. Mostly relevant
 14. They are relevant, however weight limits should reflect the power and wing loading, eg a WW1 biplane should be allowed to be heavier than a gas turbine powered F18.
 15. Their necessary to continue safe practises
 16. Important
 17. Mops are a necessity
 18. The MOPS are useful, but I don't believe they are the exclusively owned by the MAAA. The legal requirements to fly are the jurisdiction of CASA.
 19. Not sure
 20. What is a MOPS
 21. Harder
 22. Somewhat cumbersome, with most not knowing half of them
 23. A good guide that maintains a equal safety net.
 24. Necessary to have them to interpret for insurance and CASA
 25. Whats mops
 26. Most are a good guideline
 27. I use one to clean the floors.
 28. Not terribly relevant day to day.
 29. Add value
 30. extremely. Unsafe without them, must must must have
 31. Harder
 32. Add value
 33. Some form of guidance is very necessary and the MOP's do fill this need, although some of them are overly involved and are difficult for many modellers to understand
 34. Useful
 35. Over complicated
 36. They are important to maintain a quality and safety in the sport
 37. There are some who would push the boundaries
 38. Some are relevant most are rubbish
-

Aeromodellers Thoughts

Q13 Do you think MOPs are legal requirements that must be observed to fly?

Answered: 362 Skipped: 170

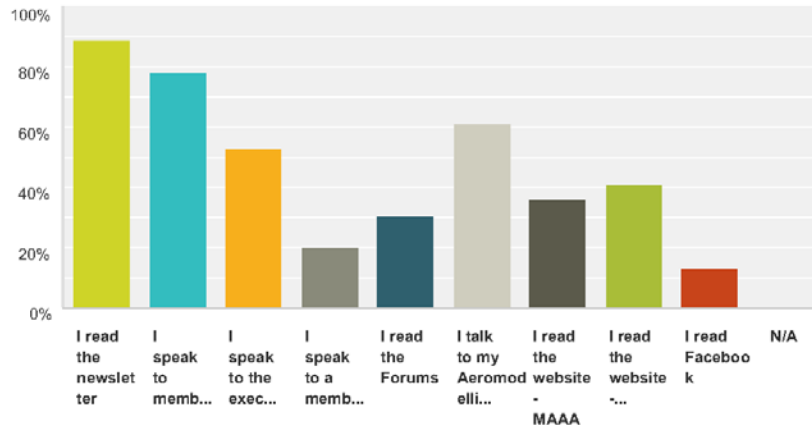


Answer Choices	Responses	Count
Yes	57.46%	208
No	20.72%	75
Not sure	17.68%	64
I don't worry about that	4.14%	15
Total		362

Aeromodellers Thoughts

Q14 How do you receive your information on what is happening within the Aeromodelling Community?

Answered: 436 Skipped: 96



Answer Choices	Responses
I read the newsletter	89.22% 389
I speak to members of my club	77.75% 339
I speak to the executive of my club	52.98% 231
I speak to a member or members of the ANSW Executive or a representative	19.95% 87
I read the Forums	30.73% 134
I talk to my Aeromodelling friends	60.78% 265
I read the website - MAAA	36.24% 158
I read the website - Aeromodellers NSW	41.06% 179
I read Facebook	12.84% 56
N/A	0.23% 1
Total Respondents: 436	

THANKYOU

The ANSW President and Education Officer Visit Wagga Model Aero Club

Jackie Slaviero (HMAS)

It was a rather chilly morning when we headed out to the Wagga field. I think the dash thermometer was reading 5 degrees but then you had to add in the wind chill factor!



This was another great opportunity to talk to the membership, clear up some misconceptions and get out flying with everyone.

The more hardy (or crazy) members of the Wagga club turned up. The general discussion was around aeromodelling and assisting each other to get our aircraft into the sky. Even with the cold weather, many flights were conducted. It was very heartening to see our younger members there as well.

An informal meeting was held in the club house, where questions were asked about insurance, the Perth Conference and the immediate and future plans of ANSW. This included youth engagement, our new education programs and applying for grants and purchasing airfields.

The club voiced it's support for the current management operations and the future directions. Wagga club is improving facilities, especially for disabled access and we are really looking forward to getting updates in the newsletter about their enhancements that are going to improve amenities for both membership and visitors.



Sculpture at the Gaol - "Touch of Magenta"

Joseph Frost (BCRCF)

Frost's "Touch of Magenta" is going to jail! Sentenced to one month of no flying in a high security prison at Arakoon near South West Rocks to serve hard labor and to be flogged by the public before the final judgement on September 3rd when the winner of the "Sculpture at the Gaol" will be announced.

Hi Rob,

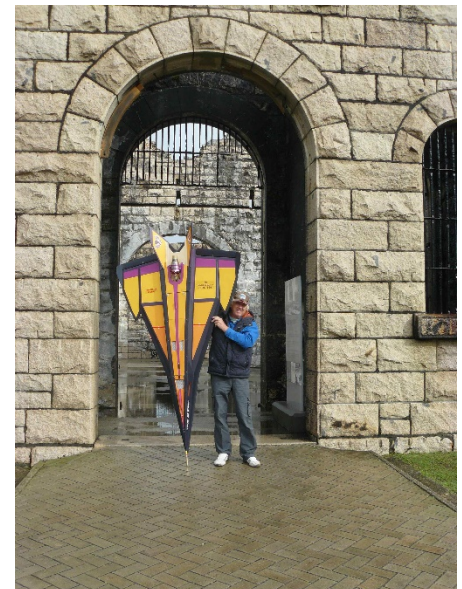


This is the annual "Sculpture at the Gaol" art competition held at the historical Trial Bay Gaol/Museum at Arakoon, part of South West Rocks. It is very popular local event attracting lots of people as there is also huge Fair and Markets inside the prison grounds on the Gala opening day, the 7th of August.

There are 35 art works submitted by artists of various calibre this year with some additional works from some local schools and their talented students. Most of the works are displayed throughout the gaol grounds but the more delicate ones such as my turbine powered jet are displayed in

covered areas or original prison cells.

Each visitor received voting ballot paper to award his favored art work. The winner will be announced on 3rd September at the end of the show. The first price is \$2000; second is two nights accommodation at Smokey Cape Lighthouse Retrea.



My entry "TOUCH of MAGENTA" - the flying ART WORK, is one of the most unusual out of my fleet, scratch built using only depron material reinforced with carbon fibre. It is powered by a jet turbine engine and it took me close to 250 hours to design and create using my hands and is fully hand painted. After today's visit to the opening of

the show I can say I have had tremendous interest in it and have answered countless questions. Just another way of promoting this great hobby of RC and bit of stir in the Art Circles.

Cheers, Joseph.

Latex House Paints for Models - Part 2

By: Roy Vaillancourt

<http://www.vaillyaviation.com/Intro.html>

Geoff Greene (Sydney ROW) initially emailed me with Part 1 this article which we ran in the July edition of the newsletter. This month we present part 2 – both are available on Roy Vaillancourt's website (link above) along with a lot of other really great stuff – be sure to have a look.

Since I first issued the information in part 1 on the use of latex paints for modeling there have been many modelers who have doubted this process and there have also been many who have tried it with very pleasing results. It seems that there was still are a number of questions that remained even from those who have had success.

Some of these questions are:

- Can you paint Latex over either Nitrate or Butyrate Dope without using a primer?
- Can I apply Latex directly to unprimed fiberglass or plastic parts?
- Can I apply latex directly to unprimed fabric coverings or plastic coverings such as Monocoat?
- If you need a primer can you use a water base or do you need a solvent base primer?
- Can an HVLP (high volume low-pressure) spray unit can be used with latex and get decent results.
- Does latex need to be top coated to be made fuel proof?
- What's the best topcoat method?
- What's the best method to mask colors and prevent bleed over?
- What are the best thinners and / or additives for latex?

In case I missed these in my previous articles I shall address them here to help everyone feel a little more comfortable with trying this process. I'll also add a few hints and tips that I have tried over the past few years since the first article.

Can you paint Latex over either Nitrate or Butyrate Dope without using a primer?

Latex can be put on over Nitrate or Butyrate dopes. The key here though is to make sure the dope is fully cured. Most dopes out gas for a fairly long time. Sometimes three to five weeks depending on the temperature and humidity. A good test is to sniff the surface up close. If you can still smell the dope then it hasn't finished out gassing. The problem with this is that when you paint over the dope while it is still out gassing you trap this gas and it will eventually dissolve or lift the latex. This lifting process would also occur if you put epoxy or any other paints over dope that is not fully cured. In most cases you will not need a primer for the latex over the dope. If you do choose to use a primer either solvent or water based will work. If using water based primer you'll need to wait for the dope to out gas. If you are using a solvent based primer you'll need to wait for it to finish out gassing also before applying the latex. In either event, primer or not, Just sand the doped area with 280 - 320 wet and dry paper used dry prior to applying the latex to give the latex a surface to bite to.

Can I apply Latex directly to unprimed fiberglass or plastic parts?

You can put the latex directly on raw fiberglass BUT. You must be sure you have all those little dents, pinholes and such filled. The best method is to first sand the fiberglass and shoot two coats of primer. Then sand off almost all of the primer. This will leave you with a very faint gray part and will also show you where you need a little more bodywork. Fix these areas with your favorite filling material and re-apply just enough primer in those areas to cover the repair. Again sand lightly. Try to keep the entire

part a light shade of gray. I have had great success in sanding off all the primer and then applying the latex to the raw fiberglass. This method provides a great finish without the added weight of the primer. Latex can also be applied directly to unprimed plastic parts with great results. Whether you are painting fiberglass or plastic the key here though is to make sure the surface has enough roughness to it to allow the latex to mechanically bond to the surface. Sanding with 280 – 320 paper works best. Do not make the parts too smooth or the paint will not have enough bite.....

Can I apply latex directly to unprimed fabric covering or plastic coverings such as Monocoat?

I have painted fabric-covered aircraft and those with only fabric covered controlled surfaces many times and did not prime the fabric-covered areas. Here I used Super Coverite with the latex applied to the "raw" Coverite. The latex took to the Coverite like it was made especially for it. Great... Nice thing here was that even when the fabric sags or takes a dent you can apply heat and re-shrink the fabric and the paint just goes along for the trip. Another thing I discovered is that latex paints don't crack due to vibration or expansion / shrinkage of parts. It's rubber, right.... This technique can also be used for any other iron-on fabric covering.

You can also paint over plastic films such as Monocote. BUT, they must be roughed up some to allow the paint a surface to bite to. Remember that latex requires a mechanical bond to the surface it is applied to. To roughen up the plastic films use some steel wool. Steel wool comes in all sorts of "grits". They are generally measured in "O's" (00, 000, 0000 etc). The more "O's" the finer the "grit". For most plastic films "triple ought" (000) or "four ought" (0000) works the best. You may find however that some latex paints will still peel off the surface because the paint does not have enough mechanical bonding strength. Test on a piece of scrap material first. If the latex peels off then you'll need to use a coarser steel wool.

If you need a primer can you use a water base or do you need a solvent base primer?

When I use a primer I generally use the automotive lacquer variety. I have only recently started to try other primers. Some of the water based primers work very well and sand just like the lacquers. But I have found that the water-based primers take longer to dry than the solvent-based primers. Both have worked well as far as filling those little nicks and dings. When I use a primer I like to use a light gray or white. These colors help show the surface imperfections a bit better after filling and re-sanding and they are also a better base for any top color to follow.

Can an HVLP (high volume low-pressure) spray unit can be used with latex and get decent results.

You should be able to use any of the HVLP guns on the market today. The air pressure will have to be played with as well as the amount of "thinner". Everything is a slight experiment, as latex from different manufacturers will act differently. You'll also find that the color itself will cause changes in settings and techniques... Just remember to go easy and only change one setting at a time

Does latex need to be top coated to be made fuel proof?

Latex doesn't need to be top coated if you are using a gas engine. It takes exposure to gasoline very well after the full cure time. However, it turns to a gooey mess if glow fuel gets on it.... If you are using glow fuel the latex most definitely has to be top coated..

What's the best topcoat method?

Here clear epoxy or polyurethane works well. But you must wait until the latex has cured fully and then be careful not to flood on the clear. If you are going to use water-soluble or vinyl pressure sensitive decals give the latex a week to cure before putting on the decals. When all is FULLY cured, about a month or so, then you can top coat everything. Key is to do LIGHT coats. Do not get things too wet. Remember that some epoxy and polyurethane paints use a toluene based thinner. Check the can. Toluene attacks latex...

I have also used water-based polyurethane with equally good results. I have top coated the latex many times before. My preference in the past has been K&B Hobby Poxyclear. Unfortunately this is no longer made so I went on the hunt for a suitable replacement. Guess what! I found an excellent replacement in Klass Kote. This material works very well. With this I have tried the satin hardener and the satin hardener with an additional flattening agent added. Both work just super for the type of finish I wanted to obtain. Just don't flood it on as stated in past articles. I generally do military stuff so the when I use clear it is mixed with "satin" hardener. Sometimes I add talcum powder to the mix but with the Klass Kote they have a powdery flattener that can be added to the satin hardener to get a "dead flat" finish.. Works great. Just go easy on the clear. You'll only need little more than two dustcoats. Some modelers don't like to clear coat, as it has been known to "yellow" over time. I generally haven't been too concerned with the yellowing part as I do old WWII birds and they get better looking with this "aging" process. The sport models I did I'd use a gloss clear on and just a few coats of auto wax from time to time. This seems to make them stay clear longer. It seems the wax keeps the UV rays from turning the clear yellow.

I have never used the polyurethane as the color coat. I have never really liked working with these paints, as they are too heavy and too messy for my taste. They are also very difficult to work with when it comes time to match the paint job after a repair. Should you like to try the clear polyurethane I suggest you do a few test samples first. Spray a piece of glass and let the polyurethane cure for a week or so. Then apply some raw fuel and note the results.... Not all polyurethane paints are the same and may have different reactions to the type of fuel you are using so testing is in order here.

I have tested a few polyurethane clears and must say I was disappointed in the results. All the waterborne clear coatings I tried failed all the test. This didn't matter if I used gloss, satin or flat clear. They all failed to stand up to glow fuel and gasoline. Needless to say the acetone test was also a failure. They did produce a nice finish but what good is that if you can't get fuel on it.... Next I tried the mineral based clears. Here we had pretty good success. The mineral based clears did pass the fuel test for glow fuel as well as gasoline. Some started to soften a little with the acetone but for the most part they were good. One area that the mineral based clears have a problem is in yellowing. Here they exhibited a strange trait. When placed over a color they stayed clear quite well. But when placed over white or very light colors they turned yellow in short order. In just a few days the white had a very distinct yellow tint to it. Looked really bad when placed next to a white "control sample" from the same paint.. So for clear coating a white plane they would not be a good choice and I would suggest the Klass Kote....

What's the best method to mask colors and prevent bleed over?

When masking the latex, I have found that there are two really good types of tape to use. One is available from your local auto-body supply shop. They carry all the good 3M stuff. Use the Blue low tack variety. Don't use cheap stationary store grade masking tape. A second source of some good tape is your local LOWES or HOME DEPOT. In the painting section they also carry the 3M tapes. Here you'll find the Blue stuff as previously described AND you'll also find a light purple variety. This stuff is even lower in tack than the blue. It was made for applying the tape on to painted walls etc without pulling off the previous layer of paint. Both work very well for our applications. After applying the tape and covering all surrounding areas you don't want paint on, spray lightly along the taped edge. Gently dry this with the heat gun. Repeat this two more times before doing the whole area required. Do the spray and heat gun bit here again as described above. Only this time after the last coat is applied partially force dry the area near the tape. Then remove the tape and head for a cup of coffee.... After all is FULLY cured you can apply your decals or clear coats as described elsewhere.

What are the best thinners and / or additives for latex?

Naturally most people would expect me to say to use water. Some guys would suggest regular tap water others would suggest distilled water. Both will work just fine but, I now thin the paint with an alcohol/water mix OR better yet.... Windshield washer fluid. Yep..... Windshield washer fluid... Anybody's. Cheap stuff from AID auto stores or NAPA etc.... If you get the blue windshield washer fluid that is common around the country don't worry, the blue tint does not change the colors of the paint. The interesting thing about most windshield washer fluids is the soap content. They all have some. The soap is what slows the drying process of latex paints. Not the alcohol. The alcohol evaporates fast and leaves the soap and water behind. Water goes next leaving the soap. The soap eventually leaves. Slowly. This does slow down the drying time a bit which allows the paint to "flow" more and results in an even better finish on almost any kind of part. Once fully cured, this stuff can even be weathered just like the epoxy and lacquers. Really neat...

The only additive I put in latex is a material called FLOETROL. This is used to allow the latex to flow out without running. It also acts as a lubricant for spray guns. It will also reduce the sheen of the latex just a tad. The latex dealers will tell you it won't but it does. This stuff can be got from the guys that supply pro house painters. They use it in rolling and spraying. FLOETROL looks like milk (but don't drink it or put it in your coffee!). Only add about 2 oz of FLOETROL to a quart of paint before you do anything else. This is the only time you'll add this stuff so you won't need to buy much.

Some additional hints and tips:**Spraying:**

With a touch up gun or airbrush I start with around 20 psi. air pressure from the regulator. This will vary plus / minus 5 lbs depending on the paint being used. Funny, but not only does the brand of paint and the amount of thinner matter here but SO DOES THE COLOR. Different colors use varying amounts of pigment particles. You can use any type of paint, just be ready to play the air pressure Vs thinner game. In any gun I start with about 20 % thinner added to the paint. Mix up a very small amount. Baby food jar size. Try spraying it through the gun. If the paint does not come through the gun then increase the air pressure a bit. If it still does not come through put the air pressure back to where you started and add more thinner. Try again. If the paint spits, then you'll need more thinner, If it comes out real wet and runny you went to far on the thinner. Just add more paint. The game here is to use this small jar to find what mixing ratio and pressure settings that color needs. All colors will be different even if from the same mfg. Try test spraying on a piece of glass. Set you gun for a low paint flow at first. If you get runny stuff even at low flow settings then you have too much thinner. You can try increasing the air pressure but usually the mix will require more paint.... If it comes out dry looking, increase the flow of paint or add thinner. Very rarely will you get the air pressure below 15 lbs. You should try to avoid having to have the pressure above 30 psi. Latex acts like it is thick and heavy compared to other paints yet you'll find that most times it is lighter after it has dried. Some of the real nice features about latex are that it is non-toxic and develops very little over-spray. It is also very easy to clean up. All tools and equipment can be cleaned with regular soap and water.

When to Paint:

As far as weather conditions when you paint. It doesn't matter. I generally paint in my basement in mid winter here in the northeast. The average temp in my shop then is around 55 to 60 degrees. (I like it cool). Latex can be sprayed on a rainy, cold, damp day and it will give the same or better results as on a sunny day in the middle of July. In fact, the cold damp day is easier to work with the paint. I just keep a heat gun around to accelerate the dry between coats. Here I spray the first coat on just barely enough to see coverage. Dry with the heat gun. Spray a second coat on just a bit wetter. Dry again with the heat gun.

Spray a third coat on and go up stairs. Come back the next day and you'll see you are all done with that color. Go over the part with the heat gun once again just to make sure that all is cured and you are ready to mask for the next color.

One modeler I talked to had a problem with the paint drying too rapidly and the overspray of each pass with the spray gun drying too fast and leaving a dull finish on the preceding pass. As it turned out he lived in Arizona and was trying to paint on a very hot and dry day. No amount of Floetrol would slow down the drying of the paint. What was happening was that the paint was almost dry before it even hit the surface he was painting. After many phone calls and head scratching sessions, the answer was simple. He closed the garage door, wet down the floor with a garden hose to raise the humidity in the room and began painting. Presto..... The paint now slowed down in its drying time and flowed out like promised..... Strange stuff, yes?

Curing / drying times:

As with any painting process, time is the most important ingredient here.. Although sun light seems to speed the "hardening". When I have finished a model I set it out on the patio table each day in the sun to help "out gas" the paint. I also suspect that the amount of soap that was in the washer fluid may have an influence too. One note here. If you put a plane together too soon before this "hardening" can take place and the plane is subjected to a hot day, sometimes the wing and fuse will stick together. So for the first few times the plane is assembled I use baby powder on the wing saddle..... Another really neat thing about all this stuff is if you don't like the paint job or you have produced runs, spits and stuff, or dog hairs have gotten in it. Just wash it off with a damp rag and dry with your heat gun and start again. You could also try this, if you have a part all painted and nice and wet, and some dog hair or a bug gets in it, just pick out the offender with some tweezers. Leave the paint alone, don't force dry it, and by the next morning the stuff will have flowed to cover the spot you touched.

Weathering:

Now that you have mastered all the latex painting techniques and finished your latest warbird before you apply any top coat of clear, assemble it and place it on the table all assembled. While you admire your latest handiwork look at it with an objective eye (I mean a "REAL" objective eye) you'll probably notice that it looks too clean! Looks new. Needs a little dirt and oil stains etc. Need some weathering and stuff, engine and gun exhaust and dirt smears on all the panel lines. You know, all the signs that this was a "used" combat machine.



To get some of these neat effects try this: Let the latex "cure" for a few weeks so that any water you'll



apply will not affect the finish. Then you are ready to do the weathering. Try just a little dark Grey chalk from the art supply store. The art guys call this stuff "pastels". Looks and feels a bit like crayons. Kind of waxy and chalky at the same time. Put it on with your finger at each VERTICAL and SPAN WISE panel line. Then take a soft rag and start at the panel line and draw the chalk toward the rear. Only work front to back. You'll see that as you draw the chalk toward the rear it will smear and thin out at the same time. Keep working it this way until it looks like you have and old oil smear on the surface. Very faint at the rear and a bit

pronounced at the panel line, BUT only at the rear side of the panel line. The front side should be relatively clean. Practice on the bottom. If you don't like the results you can remove the chalk with soap

and water. Give the chalk a try. It won't hurt the paint and as I stated, if you don't like it you can wash it off. Eye shadow stuff will also work. Steal some from your wife or girl friend just to have a try. Again, all this will wash off if you don't like it.

Did you do rivets too? If so, try this little trick. Sprinkle baby powder on the wing and fuselage and spread the stuff all over the place. (This would normally be done after the pastel chalk treatment). Again, lightly wipe with a soft cloth in the appropriate direction. On the wing, wipe from front to back, on the fuselage, wipe from top to bottom NOT front to back. The powder will "fill" all rivets and panel lines just enough to make them look like they have dirt and grime in them. Then brush with a soft brush, same direction as before. (Don't worry about getting some IN the cockpit, the cockpit should be weathered too and the light dusting of powder it will get will tone down the interior just right). Now blow off the entire plane and cockpit with low-pressure air. A few wipes again with the cloth. Stand back and look at your new "old" airplane. Once again, if you don't like it, it will wash off. Once you are satisfied with your "aging" process, you can proceed to clear coat everything to keep it in place. Naturally, if you have done this type of weathering, then the bird should be clear coated in satin or flat clear NOT glossy. As you use the plane, you'll notice that the weathering will change as you handle it at each session.



The more you handle it, the better it gets..... It is all this little "dirty work" that really makes the model look like a shrunken miniature. Just remember, go very easy when weathering. Less is best.

I hope I have answered most of the remaining questions out there on this subject. You will find that the first few times you try using these techniques and materials will require a bit of learning. But don't be afraid to experiment with materials and procedures. Practice on some scrap stuff. A piece of scrap window glass works great for this. Remember... If you don't like the first shot, just wash it off and have another go..... Good luck.

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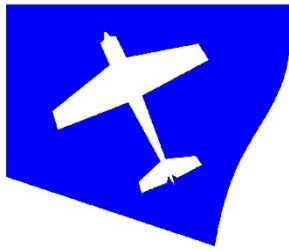
Or telephone:

Phil 0427 236 810

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Upcoming Events



NSWPF

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

RC PRECISION AEROBATICS – 2016

The eighth event for 2016 NSW F3A Pattern Flyers calendar will be held at the Shoalhaven Model Flying Club Nowra, Fletchers Lane Field on Saturday 13th and Sunday 14th August 2016. Fletchers Lane is off Meroo Road, which is off the Princes Highway to the left as you approach Nowra from Sydney. The Field is at the end of the road just over the railway line. The Shoalhaven MFC will be providing catering on both days at the field, lunch on Saturday and breakfast and lunch on Sunday.

There is not much shade at Fletchers Lane, so bring some shade with you.

Please enter through the NSW Pattern website (entry@nswpattern.org.au) by 10th August.

Those wishing to try Aerobatics are most welcome to attend, and fly in the Sportsman Class, where everybody starts out with a relatively simple but challenging schedule. The Schedule of manoeuvres is available on our [website www.nswpattern.org.au](http://www.nswpattern.org.au). If you are not sure about having a fly, come along and watch, meet the group, and ask any questions you like. We are always looking for new members.

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



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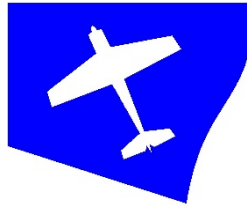
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RC PRECISION AEROBATICS – 2016

Gunnedah 2016

Our first spring event (the 8th contest for 2016) is at **Gunnedah on the 10th and 11th September 2016**. This is the NSW/QLD State Of Origin round, an event not to be missed. Be there to blow away the winter cobwebs.

Gunnedah is always a great event, and we are always made to feel at home by the Gunnedah District Aeromodellers Association. The flying field is out off Quia Road which is the road to the rubbish tip and the entrance to the field is just past the Recycling Depot. There is camping available at the field, with toilets and showers available on site. If you wish to take advantage of the camping you should call Paul Hartley on 0427 421 926. Their website is www.gunnedahrc.com which has all the details.

Also, the Gunnedah Aeromodellers will be providing hot food on Saturday for lunch and Breakfast and lunch on Sunday.

Please send your entries in through our website www.nswpattern.org.au by Wednesday 7th September 2016.

NSW Pattern Flyers next event is a one day contest at Camden Valley on Sat 15th October 2015.

For more information contact Jason Arnold, on 0478 909 530



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For further information, contact Mark Ashby on:

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www.aefanet.com

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Complimentary tour of Australian War Memorial storage facility for attendees Friday 28 - details on web site & in EGFA magazine
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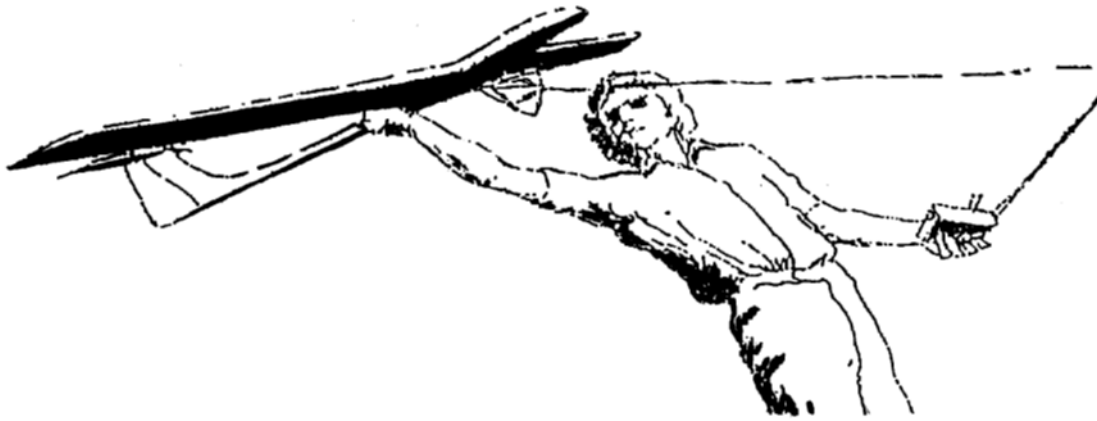
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37th Armidale Sailplane Expo

January 26 to 29, 2017



New England Model Aircraft Club and the Sailplane Expo Trust invite you to beautiful Armidale on the New England Tablelands for the 37th Sailplane Expo. Events will be Australian Open Thermal (10 min flight in 12 min working time, 150m lines, FAI landing tape, all rounds count), F5J (10 min flight envelope, max 30 sec motor run, F5J landing tape) and F3K (a selection of tasks as per FAI rules, if we get enough interest).

F5J will be held as a stand alone event from 1000 on Thursday January 26 until 1300 on Friday January 27.

Open Thermal will be held as a stand alone event from 1330 Friday January 27 until 1400 Sunday January 29.

F3K will be held from 1230 - 1300 each day.

The field will be available for practice Wednesday January 25, 2017

Contact :- Hutton Oddy vhoddy@gmail.com or 0425 285 758

**Deadline for submissions to Newsletter #389
(September 2016) is
Tuesday 16th August 2016.**

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