



AEROMODELLERS
NEW SOUTH WALES



Dave Newman's (WPMAC) Sebart Macchi MC72 Idrocorsa 50e at the Penrith Regatta Centre taxiing out prior to its record breaking flight, becoming the world's fastest propeller driven seaplane by attaining a level speed of 566 km/h (352 mph) .

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Diary Notes

Next Aeromodellers NSW Meeting

Friday 11th August 2017, 8:00pm at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.

Following Aeromodellers NSW Meeting

Friday 13th October 2017, 8:00pm at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.

Newsletter #399 (August 2017) deadline for submissions:
Tuesday 18th July 2017.

Contacts

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

General Bi-Monthly Management Committee Meeting Minutes

Aeromodellers NSW Inc

DOOLEY'S Waterview Club
Cnr Clyde St & Silverwater Rd, Silverwater
Friday 23rd June 2017

Meeting Opened: 8:07pm

Attendees: R Masters WPMAC, Dave Lewis CANSW, J Randle NSW Pylon, G Atkinson WRCS, J Deece HMAS, A Nolan ROW, G Hoy CMAC, B Thrift CVRCMAC, J Martin SMRC, C Weatherhead WRCS, T Nolan ROW, S Norrie NSW Scale, R Attard PRCAC, S Lange NSW Pylon

Visitors: Nil

Apologies: R Carpenter HMAS, T Ingham WRCS, T Sparkes WRCS

Minutes: Motion: That the minutes of the meeting held on the 12th May 2017 at DOOLEY'S Waterview Club, Silverwater as published in Newsletter 397 be accepted as a true and correct record of that meeting.

That the financials presented at the May 2017 meeting and the 2017 AGM Financials as published in Bulletin 27/2016-17 be accepted.

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

Business Arising:
Nil.

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

From MAAA:

- * M 1.1 Secretary. Advice from CASA on definition of a display
- * M 1.2 Secretary. MAAA secretary annual leave 30/6 to 10/7
- M 1.3 Secretary. Executive meeting minutes May 17
- M 1.4 President. Wingspan magazine released
- * M 1.5 Secretary. Insurance confirmation letter. Bulleting sent out

From other than MAAA:

- C 2.1 L Wagner. Application for NOTAM
- C 2.2 D Crepaldi NSWFPVR, location enquiry
- C 2.3 G Henderson-Smith. Enquiry re email contact
- C 2.4 Associations forum, renewal request

been a serious issue and continues to be and so our strategic plan is focused on activities that will retain and grow our membership.

- Perhaps it is time for each club to look at your viability. What is your breakeven point for membership? Are your numbers capped? Is this in the best interests of trying to grow our sport? What is the average age within your club? How many members are under 50? Is your club welcoming of juniors, or are you not open to new members or juniors? Or as I heard on one flight line “we don’t like foam aeroplanes or ARF’s, you have to build it yourself out of balsa and plywood” while talking to a young person who had plucked up the courage to venture down to the club with his Christmas present. Seriously are we looking to create a legacy or are we just looking out for ourselves?
- MASA also presented a revised Flight Training program using simulators to the Council. This was endorsed and there will be a Flying Instructors meeting later in the year for all state CFI’s to attend.

Secretary **Clive Weatherhead**

The role of President is transitioning to Tim Nolan and the role of Secretary is transitioning to Clive Weatherhead. E-mail mailboxes will be transferred week commencing 26/6/17. Unanswered correspondence will be dealt with at that time. Apologies to anyone who is waiting on a response to an email.

The AGM had approved expenditure, if required, on a professional secretary to support Clive with paperwork if this proved necessary. Clive advised the meeting that, at this stage, he did not think that expenditure would be necessary, and he will advise the meeting at a future date if that position changes.

Registrar **Dave Lewis**

40 clubs reaffirmed and 300 plus members renewed as at the date of the meeting. Very happy that more clubs are choosing to use the database themselves.

Newsletter editor **Rob Masters**

No report this meeting.

Public relations officer **Aranka Nolan**

No report this meeting.

Chief Flying Instructor **George Atkinson**

No report this meeting.

Vice President **Greg Hoy**

See item 2 under general business – promotional flyer.

Motion: That the committee reports be accepted.

Moved SMRC **Seconded: PRCAC** **Carried**

Awards:

MAAA Power Fixed Wing			
Name	Club	MAAA number	Class
Kenneth Charlwood	Muswellbrook	12736	Silver
Rod Slavik	SMAC	83209	Silver
David Lumby	CMAC	36154	Silver
Neil Wood	SMFC	83320	Silver
Roger Saunders	SMFC	82725	Silver
Peter Vaughan	PRCAC	71261	Gold
Tim Wellard	Gunnedah	84497	Gold
MAAA Glider			
Name	Club	MAAA number	Class
Guy Brand	HSL	46310	Gold
Wayne Vost	SMFC	34295	Gold
MAAA Helicopter			
Name	Club	MAAA number	Class
None			
MAAA Multirotor			
Name	Club	MAAA number	Class
none			

Motion: That the nominations for Gold Wings be ratified.

Moved CVRCMAS **Seconded:** WPMAC **Carried**

Operational Plan – Standing items. Updates if any required

Cootamundra State Field

No update required

Field Purchase

No update required

Constitution – change to allow 2 year terms to stagger executive appointments

No update required

Club Support and Administration – standing items. Updates if any required

Flight Training

See items in the CFI report

Governance training

No update until Fair Trading Workshops have been attended by Tim Nolan

Business Cases for grants and Applications for field/event status

Support is available from ANSW for any club that would like assistance or templates for the production of applications and business cases. In particular, any club that needs assistance with risk assessment and risk management templates (required by CASA for event approval, for example) should contact

Clive Weatherhead (secretary@nsw.aeromodellers.org.au) to find out what other clubs have already done in this regard, which will provide the foundation/framework for what is needed for each approval.

Member Registration

No update required

Establishing a New Club – video guide

No update required

General and New Business:

1. The next Business Meeting of Aeromodellers NSW will be held in Sydney at DOOLEY'S Waterview Club, Cnr Clyde St & Silverwater Rd, Silverwater commencing at 8pm on Friday 11th August 2017. All members and visitors are welcome.
2. Promotional Flyer – Greg Hoy presented a draft promotional flyer that can be used in hobby shops and other locations to provide local club details. James Martin (SMRC) to provide ANSW public relations officer (PRO) with details of how SMRC handles this, including social media implications. PRO to take flyer forward
3. There is a Senate Enquiry on 26/6/17 on the subject of remotely piloted and unmanned aerial systems (multirotors, drones, FPV etc). ANSW President will be presenting at the enquiry on the recreational use and implications. A discussion took place on the key issues and the President will incorporate the thoughts from this, and those from ANSW's involvement and experience in this area, into his presentation.

There being no further business before the meeting, the meeting was declared closed at 10:17pm.

Aeromodellers NSW 2017 Calendar

(Compiled 10 July 2017)

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

Jul 2017

15-16	Bega District Model Aircraft Club	Bega	Peter van de Waterbeemd	02 6496 4769
	Events - Old Timer Glider, Burford, Duration, Standard Duration, Texaco, Cabin Scramble			
15-16	NSW Pattern Flyers – Manning MAC	Wingham	Felix Nieuwenhuizen	0428 880 633
22-23	Camden Valley Scale Competition (CVRCMASC)	Menagln Park	Chris White	0488 483 088
23	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
29	Pylon Racing at Charles Kingsford Smith	Pitt Town	Peter Kearney	0407 013 230

Aug 2017

6	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
11	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
13	Heathcote Cup	Maddens Plains	Fred Lodden	0418 443 804
18-19	Warialda Fun Fly Day	Warialda	Barry Powers	0427 885 058
19-20	NSW Pattern Flyers – Shoalhaven MAC	Bomaderry	Felix Nieuwenhuizen	0428 880 633
19-20	TARMAC 2017 Scale Rally (Somerton Field)	Tamworth	Allan Potter	0413 184 301
20	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
24-27	NSW F3C, F3N State Titles	Cootamundra	Brendan Tucker	bjtucker23@gmail.com
25–27	Cowra Oily Hand Day 2017	Cowra	Andy Lockett	02 6342 3054
	Events - Various, SAM1788 Cabin Scramble			

Sep 2017

9–10	Coota Cup Old Timer Weekend	Cootamundra	Grant Manwaring	02 6241 1320
	Events - Old Timer Glider, Burford, Duration, 1/2A Texaco, Texaco, Cabin Scramble			
16-17	NSW Pattern Flyers - Gunnedah District	Gunnedah	Felix Nieuwenhuizen	0428 880 633
16-17	NSW Scale State Championship (RAAFMAC)	Richmond	Chris White	0488 483 088
	Classes to be flown: F4C, F4H, Clubman Class and Large Scale			
23-24	Millennium Cup	Gloucester	Fred Lodden	felodden@hotmail.com
23-24	Warbirds Over Coota – ANSW State Field	Cootamundra	Al Roberts	0402 315 312
30 Sep	Eastern States Gas Championships	Wangaratta	Grant Manwaring	02 6241 1320
1 Oct	Events - 38 Antique, Burford, Duration, 1/2A Texaco, Texaco, Cabin Scramble			

Oct 2017

1	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
13	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
14	NSW Pattern Flyers (CVRCMASC)	Camden Valley	Felix Nieuwenhuizen	0428 880 633
19-22	Twin Cities Float Plane Fly In	Albury	TBA	
21-22	RCM News F1 Air race Championship (NAAS)	Canberra	Jeremy Randle	0418 390 446
21–22	Wings Over West Wyalong	West Wyalong	Grant Manwaring	02 6241 1320
	Events - Various Aeromodelling Activities			
22	Millennium Cup	Maddens Plains	Fred Lodden	felodden@hotmail.com

Nov 2017

4-5	NSW Pattern Flyers – RAAFMAC	Richmond	Felix Nieuwenhuizen	0428 880 633
4-5	2 nd Annual Australian F5J Trophy (NAAS)	Canberra		http://www.aefanet.com
11-12	Golden West Old Timer Weekend	Parkes	Peter Smith	0423 452 879
	Events - 2CC Duration, Burford, Duration, 1/2A Texaco, Texaco, Cabin Scramble			
12	Millennium Cup	Shoalhaven	Fred Lodden	felodden@hotmail.com
22-26	Invitational Scale Classic Downunder 2017	Cootamundra	Cheryl Rolfe	cheza1954@iprimus.com.au
24-26	NAAS Annual Mammoth Fly In	Canberra	John Amerigo	0409 917 806
25-26	NSW Pattern Flyers – Queanbeyan MAC	Queanbeyan	Felix Nieuwenhuizen	0428 880 633

Dec 2017

8	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
9	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
17	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440

Jan 2018

Feb 2018

9	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
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Mar 2018

Apr 2018

13	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
20-22	45 th Annual WW II & Military Scale Competition Wagga Wagga			www.waggamac.org

Club News & General Interest

LiPo or NiMh? Decisions, decisions

Clive Weatherhead (WRCS)

Being in the battery game, I get asked, frequently, about the merits of using lithium polymer (LiPo) batteries in transmitters and receivers so I thought it might be a good time to do an article on battery technology, and power systems generally.

LiPo batteries are wonderful things. They can store a huge amount of power for their size and weight (say 200watthours per KG), whereas a nickel metal hydride (NiMh) battery designed for frequent cycling will typically store about 70watthours per kg.

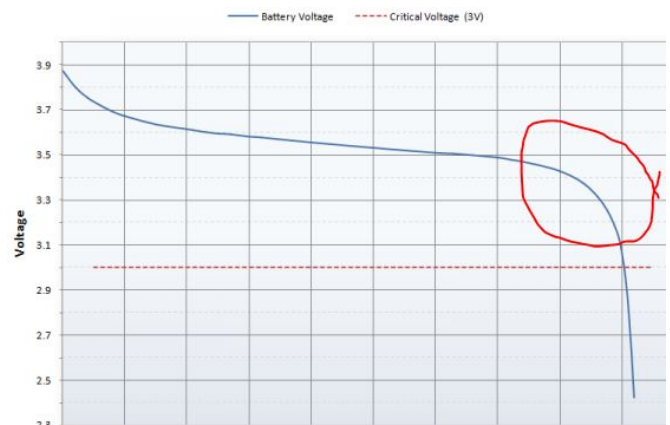
And LiPos can deliver their power really quickly, and be recharged really quickly, whereas NiMh batteries are happier delivering their power over hours rather than minutes, and being recharged at, say, 1/10 of their rated capacity - overnight before you go flying although you can charge them more quickly if you have an urgent need to do so).

So LiPo batteries are magic at running electric motors and, with care, will deliver years of useful service, maybe 300 charge and discharge cycles (or maybe just one flight if pushed too hard).

I think that most people who use them will know that LiPo batteries also have a dark side, which is that if something goes wrong during charge, or during discharge, or due to crash damage they are **VERY** unstable and will quite happily burn your plane or workshop to a pile of cinders. I have seen a lithium battery go into flame in controlled conditions in our battery workshop and it took about 1 second (no exaggeration) to become so hot that it looked like it had come out of a blacksmith's furnace and, after sitting under water (salty water) for 10 hours, it took less than 5 seconds to go into flame state again when we

gingerly took it out. This is a chemical fire, incidentally, and pretty hard to put out, hence the need to store LiPos in a serious metal case and never leave them unattended when charging.

They also have another downside though; and that is their energy delivery, shown in the graph below.



Basically they can deliver most of their power flat out until they are about 98% discharged, at which point the power drops off the edge of a cliff and you get nothing. That's great news for running an electric motor (you don't want it gradually slowing down throughout a flight), but not great news when you need a reserve of power. There is also about 0.3 of a volt (yes, 3/10ths of a volt) between "almost full" and "too late", which is a very small margin of error and something that most on-board battery checkers can't cope with, especially if the on-board battery checker was designed to monitor NiMh battery condition.

Now, in small electric planes, foamies, gliders, quads etc, the ESC has a built-in safety system to cut the motor before things get critical, at which point the load reduces, the available voltage recovers slightly and you still have power to the receiver and servos to make your landing. I

wouldn't trust this in larger electric planes so wherever there is space and capacity for a little extra weight, my receiver will be run from a NiMh 5 pack (Eneloop and now FDK 2500mah batteries).

That means that on my large electrics, the LiPos are doing nothing other than powering the motor, and ALL my flight controls are handled by NiMh cells, which have a very nice, rounded discharge curve, so my on-board battery checker can tell me if they are struggling. I consider this to be an essential safety step for any electric that is, say, the equivalent of a 25 sized glow model or larger, and anything much larger has two sets of NiMh cells and battery redundancy controls built in. I know that some people favour using a small LiPo and a voltage converter to power their receiver systems, even in glow or petrol models. I wouldn't risk it, personally.

So, would I, then, use a LiPo in my transmitter? We'll, I'd be putting something with the power output of a live firework into \$500 of equipment that I hold in my hands, in order to save a couple of hundred grams in weight. I get about 14 hours of TX run time on NiMh which is adequate for every flying day I have ever had, but then I'd also be risking my plane with LiPos in the transmitter because the transmitter voltage display is nowhere near accurate enough to give me a warning well before it got to the critical drop off point ringed in red, below. So no, I wouldn't, and I don't really care that some radio manufacturers think it is ok (or, perhaps more importantly, cheaper) because I suspect they think that in the

same way that airlines, mobile phone companies and fancy electric car manufacturers regularly get caught out by pushing lithium technology too hard.

Now I know plenty of people who do use LiPos in their TX, and they swear by them because they can charge them quickly if they forget to do so the night before a flying session, or because they don't need to be charged every time they go flying. That's fine, and there are people who like other lithium technologies, such as LiFe batteries, which are certainly more stable than LiPo, but still have the same power curve issues.

I really like LiPos. I have 2 ammunition boxes full of them that are used in a variety of models, driving motors up to about 5kw in output. But I like NiMh technology too. For me it's a matter of horses for courses. As an analogy I like hot glue, especially for fixing my grandchildren's toys, but I wouldn't use it for fixing a firewall prior to attaching said 5kw electric motor – that's where 30 minute epoxy is more suitable. In the same way, lithium polymer isn't a universal solution for energy storage. It just happens to be a great way of powering things, such as motors, that need lots of energy, quickly, for a short period. Radio transmitters don't (and nor do receivers, come to that).

I hope this is useful. It's all personal opinion, informed by what I do for a living, and it doesn't mean that lithium technology won't be refined one day to be able to do the above, it just means that, today, it wouldn't be my choice.

WW11 DC3 Wreck in the Remote Kimberleys

Recently my wife & I completed the Darwin to Broome Kimberley cruise (highly recommended) over twelve days. Each day is filled with adventure as you walk, explore and discover rock formations, waterfalls, aboriginal art and, as luck would have it, a plane crash.

Being an aviation nut, I needed to know more about this remote wreck we visited so, on my return to Sydney I did a bit of digging.

On 26 February 1942, nearly two years before Truscott Airbase) was established (Mungalalu Truscott Airbase or Truscott-Mungalalu Airport which, during World War II was known as Truscott Airfield, is today a commercial air field in the remote Kimberley region of Western Australia), an American Douglas C-53 (DC3) made a forced landing on a treed area on the eastern side of Vansittart Bay.

Wreckage of this USAAF C-53-D-O Douglas DC-3 #41-20066 of the 21st Troop Carrier Squadron, 374th Troop Carrier Group, is located on a beach near Cape Londonderry, Vansittart Bay, about 400 miles north east of Broome. The plane, VH-UGY, had been on a ferry run from Perth to Broome when the pilot became disorientated in bad weather and darkness, and put the plane down when fuel was running low.

They were meant to land at Broome but flew well past the town in dark, cloudy skies and eventually ran out of fuel. They made a wheels-up forced landing on the coastline near a large tidal flat. It landed in soft ground amongst trees and tipped onto its nose. The reasonably intact wreck is still there today. It is located only about 5.5 miles south west of the then secret, unbuilt Truscott Airfield.

Luckily the two crew members and two passengers survived the bumpy landing and were rescued three days later by a QANTAS flying boat, the "CORINTHIAN".

Crew

Pilot 2nd Lt Ray Van Diver ASN O-413540 (Ex 88th RS, 7th BG)

Co-pilot Mel Lewis

Flight Engineer Sgt Buck Lambert

Radio Operator Cpl Mal Scharp

Passengers

David Campbell

Jack Lyons of the PMG for Darwin communication repairs.

David Donald Ian Campbell and his mate Jack Lyons who were in the Australian Army reserve, were passengers on this aircraft. They both worked as telegraphists in the PMG in Western Australia at the time. David Campbell later joined the RAAF. They were on their way to Darwin to work with an Army Signals unit.

All were marooned on the beach for a couple of days. They used pipes off the aircraft to distil fresh drinking water from salt water. A day or so after the forced landing, two Japanese reconnaissance aircraft flew over the crash site, spotted the aircraft wreck but kept flying. A Qantas Short Empire S.23 flying boat "Corinthian" was involved in the rescue of the crew and passengers. Coincidentally, two days later Broome was bombed. More information on Truscott Airfield -

https://en.wikipedia.org/wiki/Mungalalu_Truscott_Airbase

Pics 1-5. Wreck of DC3 in the Kimberley's

Pic 6. The mud flats close to the wreck that the pilot missed seeing in the dark.



Metford Scale Competition – Saturday, 24th June 2017



The New South Wales Scale Aircraft Society (NSWSAS) hosted this special club scale competition at the City of Maitland Society of Aeromodellers (COMSOA) club flying field on Saturday, 24th June 2017. The COMSOA club is situated at Metford, NSW, which is approximately 30km West of Newcastle. Part of the motivation behind the comp was to raise money for the Pancare Foundation in honour of John Kastelan, a long time NSWSAS member who recently lost his battle with pancreatic cancer.

2016-2017 Club Secretary, James Price, organised the event, which was postponed from an earlier date, and partly due to this postponement the number of competitors was down on the usual entries. This meant that the competition could be held in one day instead of two. Thanks to James' organisation and the assistance of flight director, Paul McKeown, the eleven competitors flew a total of 3 rounds each or thirty-three flights in total. Also, to enable this to happen the three flight judges Chris White, John Rolfe and Craige Bryson were at the flight-line all day with only a short lunch and toilet break.

Static judging, for the Advanced Scale (F4H), was conducted by Ian McEnerney and Paul McKeown. Ian and Paul also looked after the BBQ cooking and Paul also competed as well.

The day started with rather chilly conditions and a moderate wind blowing down the strip. As the day warmed slightly the wind abated and some excellent conditions prevailed.

The Advanced Scale event was won by Graham Harrod, flying his lovely De Havilland DHC-1 Chipmunk, to narrowly defeat Alf Williams, flying his beautifully constructed De Havilland Tiger Moth DH82 model. The final margin, between Graham and Alf, was only fifteen points. Dick Everett, who hasn't competed in scale for many years, was also a welcome entrant in this event flying his Junkers J1 model.

In the Open Scale event there was a tense battle, all day, between Ben Burrell, Flying his Vans RV8, and Corrine Pellatt, flying her Pilatus PC-6 Porter. Ben managed to come from behind to take the event from Corinne by just 2.6 points.

A new event, Intro Scale (Clubman), was tried at this event and two entrants took part. Andrew Hunter, flying his Stampe SV-4B, won the event from Bruce Symonds who flew a Decathlon model.

At the presentation, James Price, thanked everyone who competed in the event, along with special thanks to the flight and static judges and to the Master Chefs, Ian and Paul. James also announced that we raised \$112 for the Pancare Foundation, well done to all.

RESULTS:

ADVANCED SCALE:

1ST place – Graham Harrod. De Havilland DHC-1 Chipmunk

2nd place – Alf Williams. De Havilland DH82 Tiger Moth

3rd place – Alistair Heathcote. Vans RV3

4th place – Dick Everett. Junkers J1

OPEN SCALE:

1st place – Ben Burrell. Vans RV8

2nd place – Corrine Pellatt. Pilatus PC-6 Porter

3rd place – Pete Goff. Vans RV4

4th place – Paul McKeown. Fairy Swordfish Mk1

5th place – Bob Pearce. Mitsubishi Zero A6M5

INTRO SCALE (CLUBMAN):

1st place – Andrew Hunter. Stampe SV-4B

2nd place – Bruce Symonds. Decathlon



Grahame Harrod – DHC-1 Chipmunk



Alf Williams – DH82 Tiger Moth



Dick Everett – Junkers J1



Paul McKeown – Fairy Swordfish Mk1



Andrew Hunter – Stampe SV-4B



James Price with Graham Harrod



James Price with Alf William



James Price with Alistair Heathcote



James Price with Ben Burrell



James Price with Corinne Pellatt



James Price with Pete Goff



James Price with Andrew Hunter



James Price with Bruce Symonds

Upcoming Events

Camden Valley Scale Comp

22nd & 23rd July 2017

Hosted by Camden Valley RC Club
(Menangle Park NSW)



2 days of action
packed scale
competition.

There is something for everyone, with 3 categories to choose from:

- **Clubman** – a flying only category for novice pilots & those with little competition experience. Any type of fixed wing flying scale model aircraft can be entered in this category - ARF, BOM, etc.
- **Open Scale** – a flying only category for more experienced competitors. Aimed primarily at out of the box ARF or prebuilt non-BOM models, however any type of fixed wing flying scale model aircraft can be entered in this category.
- **Advanced Scale** – a flying only category for more experienced competitors - models must be built by the competitor, e.g. from a kit, from plans or scratch built from own design.

\$25 entry fee*
*\$15 discounted entry
fee for NSWAS and
Camden Valley members

IMPORTANT NOTES:

1. Only 1 entry allowed per pilot (i.e. only 1 model in 1 category).
2. Pre-entry required. Flying will commence at 10:00am Saturday and 9:00am Sunday.
3. This is a 2.4GHz only event.
4. Flight scoring will be to current FAI F4 Scale Rules.**
**For a copy of the rules please go to our website www.nswsas.com.au.

Contact: Chris White – 0488 483 088 or chris_nfs@bigpond.com



PYLON RACING

SATURDAY 29 JULY 2017

AT CHARLES KINGSFORD SMITH
MODEL AIRCRAFT CLUB Inc.

No Practice day available.

LOCATION: Pitt Town Bottoms Rd. Pitt Town

No catering. Bring your own food and drink

Entries close 9:00am

Entrants must have proof of current MAAA membership

Entrants and callers must bring hard hats

Fuel supplied on race day

FURTHER 2017 DATES

Richmond 24Sept TBC,

Marulan 18/19 Nov Because this field has other commitments this is a tentative date. Pencil in the weekends either side of the 18/19 Nov.

Q500

F400

F3D

F3T

E500

Other classes
depending on
numbers Please
contact organisers
to register
New racers always
welcome

CLUB INC.

www.nswpylon.org

Peter Kearney
0407 013 230

pkerney@nswpylon.org

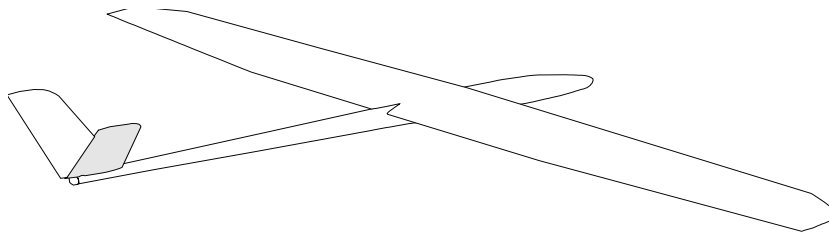


HEATHCOTE SOARING LEAGUE

HEATHCOTE CUP

SUN, 13th of AUGUST 2017

9:00AM BRIEFING - 9:15AM START



150m electric winch, or 150m hand tow.

Competitors to supply own launching method, if possible. 10 min duration in 12 min working time, with graduated 15 metre FAI spot landing.

Silvertone 25mm keyboard in use.

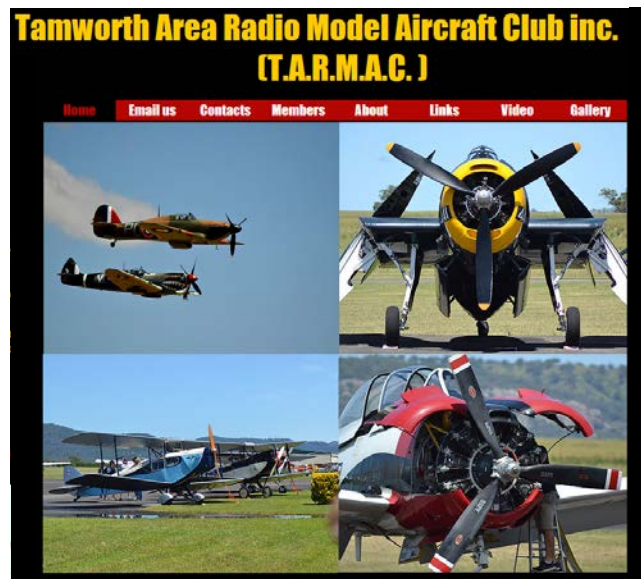
\$10 ENTRY – PRIZES FOR OPEN AND 2M CLASSES.

This is the oldest thermal gliding contest in NSW. The top score on the day will determine the winner of the perpetual trophy. So come along and participate in the longest running glider contest in NSW.

The field is located on the Old Princes Highway, between the Darkes Forest turn off and the Bulli Lookout,. If travelling from Sydney take the Helensburgh exit and the field is on the right side just past the golf course. All welcome.

**Current MAAA membership required.
FRED LODDEN PH: 0418 443 804**

Tarmac Scale Rally



At our Somerton Field

August 19th and 20th

Flying starts at 10:00am on the Saturday

\$15 per pilot (any number of aircraft)
(All pilots must have MAAA insurance)

Visit our web page at www.tarmac.org.au

Contacts:

Neil Jewell – 0417 467 864

Larry Hoskins – 0417 463 484

Allan Potter-0413 184301



NEW SOUTH WALES F3C F3N STATE TITLES

HOSTED BY COOTAMUNDRA AEROMODELLERS ASSOCIATION INC



THURSDAY 24TH – SUNDAY 27TH AUGUST 2017
NSW STATE FIELD, COOTAMUNDRA
FOOD AND DRINKS AVAILABLE AT THE FIELD
ENTRY FEE; \$30 SENIOR, \$20 JUNIOR

**All MAAA classes catered for. Must have at least 3 committed pilots registered in the class or class wont be run.
Information on MAAA classes can be found at : <https://www.maaa.asn.au/images/pdfs/Australian-Rules-S9-Helicopter-2014.pdf>**

For more information email: bjtucker23@gmail.com

Oily Hand Day 2017



25th ,26th & 27th August

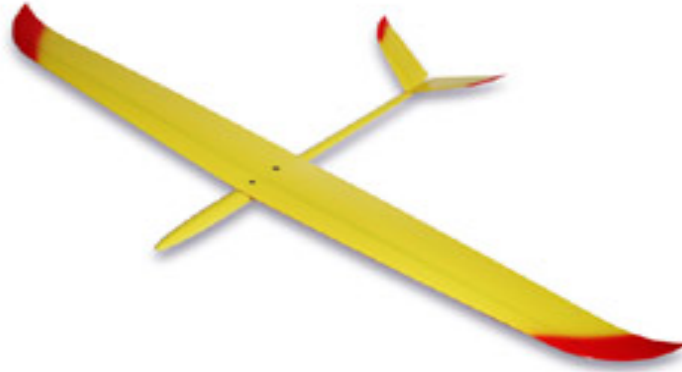


**Cowra MAC cordially invites you to their
2017 Oily Hand Event**

for all information, updates and to download the brochure go to

<http://www.cowramac.asn>

also visit <http://controlline.org.uk> - look in Forums - Coming Events



Millennium Cup dates for 2017

January 15	Appin
February 12	Goulburn
April 9	Lake George
May 21	Salt Ash
September 23 & 24	Gloucester
October 22	Maddens Plains
November 12	Shoalhaven

* = awaiting confirmation of dates

Millennium Cup Committee contact details:

Les Morris - carolandles@optusnet.com.au
Fred Lodden - felodden@hotmail.com
Paul Gibson - piglytoo@gmail.com
Doug Lacey - doug1947@bigpond.com

Brothers From Other Mothers Presents

Warbirds Over Coota

ANSW State Field September 23rd & 24th 2017

This is a Man's job!



Join
the



B • F • O • M

APPLY TO:
B•F•O•M
RECRUITING
CENTRE
Muttama Rd
Cootamundra

Open To All MAAA Members

\$30 Entry Per Pilot

Free Onsite Camping

Toilet & Shower Facilities

Canteen Open All Weekend

\$25 Roast Dinner & Desert Saturday Night

4921 Muttama Rd Cootamundra

Contact: Al "ACE" Roberts 0402 315 312



RCM News F1 Air Race Championship Sat 21st and Sun 22nd October 2017

Formula 1, Formula 2, Red Bull, AT6 Texan, Reno, Golden Era
Sat night dinner at the field, ★★★★★ on field Camping or local Hotels

Australian Large Scale Pylon Racing: www.facebook.com/groups/LSRCA/

F1 Air Race Championship: rcmnewssjg.wixsite.com/f1nar

Information: www.naas.org.au

Contact: Jeremy Randle 0418 390 446 airracecanberra@gmail.com



2nd Annual Australian F5J Trophy



The Australian perpetual F5J trophy 2nd annual event is to be held at the NAAS field near Canberra
Presented by the AEFA in conjunction with the NAAS Club

Two days of flying 4-5 November 2017 Two classes - Open F5J and Limited F5J



**Dave's Toys
for Big Boys
Open F5J
Trophy**
up to 4.0m class



**Modelflight
Limited F5J
Trophy**
up to 2.6m class

First prize:
30A or 40A Power Supply
- winner chooses
www.hyperionaustralia.com.au



First prize:
Ultra Power AC400 Duo
Charger
www.modelflight.com.au



Other Sponsors:

Dave's Toys and Modelflight will also donate items
flyelectric.com www.flyelectric.com
Sky Soaring Robots www.skyrob.com
AEFA www.aefanet.com

Product types distributed to Participants:

Electric Motors LiPo Batteries
Battery Checkers Folding prop blades
Prop adapters Speed Controllers
Servos Spinners

Special Feature: Seminars by the F5J team that competed in Slovakia. Learn about how they do it overseas and prepare for the World Championships

Pre-registration required - Entries close 28 October - see the AEFA web site for a registration form:

www.aefanet.com

Prizes for placegetters - and a give-away of products by draw from the hat - \$50 entry fee
Data loggers available for loan - just bring your electric glider. Food available on the field.
Enjoy the great NAAS site - camping permitted \$15 per night - toilets and shower provided.



NAAS Annual Mammoth Fly-In 24-25-26 November 2017



FLY-IN

Primarily large models, but if you want to be part of this great experience bring what you have.
Field will be open from Friday Morning

Pilot entry Saturday & Sunday \$35.00
Saturday night roast/baked Dinner at the field \$25.00 per head

Enjoy the great NAAS site:
Camping available \$15.00 per night
Toilets and shower provided.

Food and drink, tea and coffee will be available all weekend

To register and assist with catering please use this link address:

<https://goo.gl/forms/qCf1PZhoCuIIDxv1>

For more information will become available, please refer to:

Web: www.naas.org.au Email: naasact@outlook.com

AIRSHOW

Bring the family for a great day out!

Food and Drinks available

WAGGA MODEL AERO CLUB

PRESENTS

THE 45TH ANNUAL

WORLD WAR II & MILITARY SCALE COMPETITION



Scale radio controlled models on display & flying
throughout the 3 day event

FRIDAY, SATURDAY & SUNDAY

20TH 21ST & 22ND APRIL 2018

MODELS FLYING FROM 9.00AM – 5.00PM

15KMS SOUTH OF WAGGA ON THE OLYMPIC HWY

For directions or more information check out our website at www.waggamac.org

**Deadline for submissions to Newsletter #399
(August 2017) is
Tuesday 18th July 2017.**

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

dave.lewis@internode.on.net