



AEROMODELLERS
NEW SOUTH WALES



Paul McKewan fielded his Morane Saulnier A1 in the F4G class at the NSW State Scale Championship held over the weekend of 16-17 September at the RAAFMAC Club Field at Richmond. Model weight is around 17kg. Power is an Evolution 260cc 7 cylinder radial - sounded great - full details on page 13. Photo via Chris White - NSWAS

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Diary Notes

Next Aeromodellers NSW Meeting

Friday 6th October 2017, 8:00pm at **Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.** *Note that this is a week earlier than was originally promulgated.*

Following Aeromodellers NSW Meeting

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

Newsletter #402 (November 2017) deadline for submissions:

Tuesday 17th October.

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

Call for Applications for New MAAA Secretary in 2018



MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA

The current MAAA Secretary, has announced he will be retiring from this position after 30 November 2018. The MAAA Executive are therefore calling for applications to fill this position.

The MAAA Secretary is a full-time employed position reporting directly to the President of the MAAA. The Secretary is responsible for a vast array of duties from the day-to-day administrative tasks of the MAAA to team selection trials and team entries for international events. The position requires liaising with those stakeholders on behalf of the MAAA at the highest levels of the sport including CASA, ASAC, Local, State and Federal government as well as international bodies such as the FAI.

The MAAA Secretary is also responsible for the MAAA Registrar's position which includes all member renewals, new members and membership card printing.

For a full job description contact either the MAAA President, Vice-President or Secretary. Nominations close on 31 December 2017

Neil Tank
President MAAA

Aeromodellers NSW 2017 Calendar

(Compiled 24 September 2017)

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

Sep 2017

30	NSWSAS BBQ / Show & Tell / Swap & Sell	Harrington Pk	Ian McInerny	02 4657 1618
30	Gosford City Electric Float Planes Mt Penang	Kariong	Jaz Cooper	0411 053 339
30 to	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
6	Aeromodellers NSW General Mtg	Silverwater	Tim Nolan	0412 173 440
	Dooleys Waterview (Note that this is a week earlier than originally planned to avoid a clash with an event in ACT)			
13-15	NAAS Aerotow Fun Fly	Canberra	Dino	0407 356 527
14	NSW Pattern Flyers (CVRCMASC)	Camden Valley	Felix Nieuwenhuizen	0428 880 633
20-22	Twin Cities Float Plane Fly In	Albury	David Balfour	0407 953 903
20-22	Coffs Coast R/C Flyers 1 st Annual Funfly	Coffs Harbour	Ron Martini	02 6569 6364
21	Gosford City Electric Float Planes Mt Penang	Kariong	Jaz Cooper	0411 053 339
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
28	CVRCMAS Scale Rally	Menangle	Paul Phibbs	0411 139 980
28-29	NSWSAS Club Scale Competition	Gunderman	Chris White	02 4648 3088

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
4-5	Australian Scale Aerobatics Ass – Yenda Bender	Yenda	Scott Bardney	0409 144 618
5	Indoor Flying – Niagara Park Stadium	Niagara Park	Jaz Cooper	0411 053 339
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
12	The 35th Shoalhaven Shield 2m Thermal Glider	Bomaderry	Ian Avery	02 4232 1093
12	MDMAS Invitational Meeting & Flying Day	Muswellbrook	Peter Wheeler-Smith	0417 012 611
18	Gosford City Electric Float Planes Mt Penang	Kariong	Jaz Cooper	0411 053 339
18	SRCS General Fly In at "The Missions"	Gunderman	Mike Close	president@srcsclub.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	Gosford City Electric Float Planes Mt Penang	Kariong	Jaz Cooper	0411 053 339
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
16	Gosford City Electric Float Planes Mt Penang	Kariong	Jaz Cooper	0411 053 339
17	Seaplanes - Regatta Centre	Penrith	Tim Nolan	0412 173 440
30	Gosford City Electric Float Planes Mt Penang	Kariong	Jaz Cooper	0411 053 339

Jan 2018

25-29	38th Armidale Sailplane Expo	Dumaresq	Hutton Oddy	0425 285 758
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Feb 2018

9	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
10-11	Alan Brown Memorial Old Timer event	Orange	Norman Barnes	norbar1@bigpond.net.au
24-25	Banjo Paterson Scale Rally	Orange	Norman Barnes	norbar1@bigpond.net.au

Mar 2018

3-4	Hunter Valley Championships – Mitchell-Hill	Muswellbrook	Peter Wheeler-Smith	0417 012 611
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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

May 2018

19-20	Veterans Gathering - Mitchell-Hill	Muswellbrook	Peter Wheeler-Smith	0417 012 611
19-20	COMSOA Scale Fun fly	Metford	Jason Russ	0414 505 212

Jun 2018

8	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
8-11	Large Scale Pylon Racing (MSW State Field)	Cootamundra	Paul Hewitson	0416 241 922
30-1/7	Frank Bryant Memorial Warbirds Weekend	Muswellbrook	Peter Wheeler-Smith	0417 012 611

Club News & General Interest

What Goes Into Making a New Model Airfield?

Daryl Woolfe (GMAC)

A bit of a history lesson is needed to start with.

My club was flying at the local gliding club field and this was restricted to Wednesdays only, between the hours of nine am and twelve, noon. Talk about being restrictive for the club to grow. However, the club had been there for years and not many members were willing to expand.

This was a shame as the venue itself was a beauty. Plenty of space, the trees were a long way away, a large and generous hanger to get in if it rained and nice access. And a long drop toilet. While we did have a couple of juniors, they were also members elsewhere as the only time they could fly with us was during the school holidays or days when they reported as 'sick' to the school.

Of course it suited many of our retired members as they could get their flying fix and still have the weekends to themselves and family. But what about those of us who were working? I was lucky enough to be in a job with a split shift that saw the first part ending at ten am, or a bit earlier if the boss let me go once the job had been completed. If I had not the luxury of this job, I would have been forced to join another club. This may well have taken me out of town to fly and that was not an option I wished to exercise.

Simply put, our club was slowly dying on the vine. Numbers were slowly but surely going down and our juniors were joining other clubs just to be able to fly. For a new pilot, like me at the time, it was all but impossible to get decent flight time. Two or three flights a week was just not good enough to improve my skills. And for a prospective new member who was working 'normal' hours, our club was not an option.

Then the neighbours started to whinge about the noise. Not of the planes but of us arriving and departing the area. Seriously, the complaints were coming in even though we were getting there about 8:30 AM and mostly gone by twelve noon. Of course the complaints came from people who were, generally speaking not home most of the time [because they were at work!] and who had dogs that barked nonstop once their mum and dad had gone to work. The NIMBYs were really working overtime and not always telling the truth.

Then the owner hinted to us that he might be selling the property to developers. Down the pecking order we went. At this point in time the gliding club is still active and still at the same location. No development has commenced. It became a priority that we find a suitable venue at which to fly. It was the kick in the backside that we needed.

The club formed a search committee of five people, including myself, and we went to work looking for a venue. It was hard going as nearly everyone we approached was happy to let us fly at their place but there were serious limitations to each of the areas that we looked at. Powerlines, access, being flood prone, nearby neighbours, being too far out of town and just not being quite right for our application ruined quite a few venues that looked great on Google earth.

I was also approached by a well-known local identity who graciously offered his block of land for us to fly off. A standard house block that was surrounded by houses on three sides. A well-meaning gesture that was appreciated by us but quickly knocked back with the reasons as to why.

Then one of our club members piped up and said that his family had a 'bush' paddock that we could look at if we wanted to. He said he had not mentioned it before as it was a fair way out of town, [turned out it was slightly closer than the gliding club venue] and really full of rocks, stump holes and rubbish grass.

Our secretary went out with him to inspect the paddock and was amazed to see that this gem of a location had been sitting under our noses the whole time. Talk about close to perfect. There was only one problem. The paddock was inside the three nautical mile limit of the local regional airport and while no really big stuff lands there, it is quite busy. In fact, much busier than most of the local population realises.

Other than that, there are no power lines, the nearest house on the flying side is three kilometres away and no trees for three hundred metres, in any direction from where we looked at having the geographical centre of the runway. While our nearest neighbour is eight hundred metres behind our pit area and they have indicated that they never hear us at all. There are no sporting fields, no high rise, no low rise...in fact there was nothing. And I mean nothing. It was so good to be starting from scratch and be able to make something that would suit aero modelling.

While the access road is dirt for three and a half kilometres, it is, usually, well maintained by the local council and not too bad a surface. I was able to be the third person to look at it as a venue and was taken by the space and potential of the paddock. Model air shows could be held here for sure!

There was no doubt that a lot of work had to be done but it looked fantastic from every angle except the airport. Our secretary wasted no time in getting in touch with our State body, Aeromodellers NSW and soon we had our approval to use the area, albeit with some strict provisos in place.

We had to monitor the local air traffic frequency and have at least two people at the field at all times when flying models - one to be flying while the other listens to the scanner and reports any activity to the pilot flying.

I must add here that our local council was very accommodating. As the owner / operator of the airport, they had the power to quash our application but welcomed us with open arms, so to speak and they still continue to give us their full support.

As soon as we had the approval to use the area, the Club's treasurer and I went out to the paddock with a tape measure and our trusty Greenfield lawn mower. As we looked over the area, the strip of ground right on top of the ridge stood out as being the right place to start so we drove a metre long stake into the dirt as our starting point. Walking to the south, we measured out one hundred metres and drove in the second pole. We also found some rather large stump holes as well. But there were fewer here than anywhere else in the paddock.

The mower was then used to carve out the first line and it was a slow hard process as we hit many rocks that then turned out to be soft shale type rocks that, mostly, splintered into tiny fragments when hit by the blades. There was plenty of Parramatta grass and patches of bladey grass in the way as well. As it had been raining for a couple of days, the soil was quite wet so the mower was able to do an amazing job of levelling the ground as we went. Sacrificing a set of blades on the way to doing so.

Five hours later, we had the first of the grass completely cut to the level that we wanted and a scar of short grass showed the initial one hundred by ten metre wide runway in position and on a heading of 36/18. We knew that this was only the beginning and the runway was too short just yet but it had been a big day just getting to where we were.

If we had of gone one metre to the east, we would have found some very serious ruts that would have extended the working time to get the runway smooth. And if we had of gone one metre further to the west, we would have built over a natural spring that leaks water for weeks and weeks after any decent rain.

The next day saw the pits cut for the first time and the taxiway was done at this time as well. Now we had to fill in the massive stump holes and a lot of the volunteer workers vastly underestimated the amount of fill that was required. My dad had a small market garden in his backyard [a bloody big back yard, it takes four hours to mow with a walk behind] but his ill health had seen him abandon the patch and he kindly donated eight tonnes of beautiful top soil to the club providing we removed it. Luckily one of our club members had a 'bob-cat' and tipper. He successfully removed the top soil and levelled the yard for my dad as part of his contribution to the Club's runway project.

That afternoon, the soil had been put into some of the holes and levelled. It was simply the tip of a very large iceberg. Eventually, it took over twenty five tonnes of dirt, ash and other dirt like substance to fill and level the holes in the runway. Many Club members filled up their six by four box trailers with dirt and put it the holes, often without fanfare or acclamation for their work. We would go to the field to fly and simply notice that another hole had been filled. The end result was a very smooth runway and we then waited for the rain to make the grass grow. And we waited and waited.

In the next twelve months, we received less than fifty millimetres of rain at the field. The grass grew very slowly. Often, storms would develop and then split and go either side of the field. I recall one storm dumping four inches of rain at the airport while, just less than three nautical miles away [and we can easily see the airport], there was absolutely nothing except dust in the rain gauge.

Over this time we were able to take the runway out to one hundred and fifty metres long and to eighteen metres wide. With the provision to go ten metres longer on each end if required with little notice. This is about the limit as there is a major rabbit warren to the south and that really prevents further extension.

Now we were able to install a new access gate and cut in a driveway to get to the gate. This made getting to the pits so much easier rather than driving up for five hundred metres from the bottom of and then through the paddock. This may well have been impossible in wet weather and afterwards for weeks.

All through this time we were seeing rocks making their way to the surface of the runway. Some of them were as big as your fist and others weighed in at twenty five kilograms. The big ones left huge craters in the ground that had to be filled. A simple way was to go out into the paddock and cut a slice of turf and dirt that matched the hole that had just been made. At one point I cut a section over two metres in diameter and some twenty five centimetres thick in a concave section, just with a spade, to fit one such hole. The section was then dragged by hand across the paddock to the runway and put in place. Today you cannot see where it went into the surface and I have even forgotten the exact location. All in all the current tally of rock dug out of the surface is about three hundred and fifty kilograms and there will be more to come in the future even if at a slower rate.

We then got too keen and decided to cut an east / west [09/27] cross strip. This was another one hundred metre long, strip but fifteen metres wide. The problem here was that a cow track made its way right across the middle and no amount of filling was ever going to work, not to mention, the cattle on the property would walk right across just as someone was trying to land. It also put the western approach very close to the trees and the cross strip was eventually abandoned. The amount of work required to

keep it serviceable far outweighed the amount of times we actually used it.

Then came the day we could finally use the facility that we had created. We had managed to buy a container and a portable toilet and these had been placed in position just the week before. A large number of club pilots arrived for the first official day and I was fortunate enough to fly the first official flight from the new strip. I had also flown the last official flight from the old venue just a few days before.

It was a good day for all even though I wrecked my favourite model when a couple of well-meaning photographers stepped out on the runway to take a photo of my Cirrus SR22 on final approach. Rather than hit them, I tried to go around but I was too low and too slow and gave too much throttle and rolled her into the deck. The photographers left soon after!

Never the less, the club now had a seven day a week, dawn to dusk flying field. That was an awesome achievement from a club that is seriously hard to mouth non-profit. At this point, the runway was about fifty percent covered in grass but the rest of the surface was smooth. As we did not get much rain for the year, the bare dirt became rock hard and this also helped to slow the grass from growing as it struggled to get roots through the surface.

CCP [cow pat patrol] was a regular feature of flying at our new field, as it had been at the old, and it was not uncommon to spend an hour or more clearing the organic land mines from the strip before flying. Later, some of the club members wanted another cross strip put in so we went almost to the middle of the existing runway and cut in a new strip on a 29/11 alignment. The western end went so close to the dam that a sweepstakes was in operation as to who would be the first in it. To date, no one has gone even close. Well, the back of the dam wall is still a miss!

This runway was also abandoned after a few pilots decided to fly over the cars to make the runway. The club had ruled that all flying would stop and the cars moved before the cross strip could be used. The few that ignored the rule caused the cross strip to be closed.

We saw no need to protect the runway surface from the cattle as it was so hard, that in the pits, it was almost impossible to drive a tent peg into the ground to secure a model for start-up. Of course, during CPP we never saw any evidence of hoof marks or the like.

Then it rained. And rained and rained. I am sure it was making up for the previous twelve months and after that, Mother Nature was just making a point that she still knew how to rain! All the Club Committee were doing hand stands as this would now make the grass grow as the rain was in the middle of summer. Plenty of time to get good growth before winter and we had been waiting for rain to spread the superphosphate we had been given. A couple of members went out in the rain to spread it by hand. The story of them dancing naked in the rain to celebrate the event is probably not true. Probably.

I could hear the disappointment in our Secretary's voice when he rang me to say that the runway had been trashed. "Holes six inches deep, grass ripped up, it is a mess", was the story he related to me. I arrived at the field about twenty minutes later to see much more damage than I had been able to imagine on the drive out. Some of our members were close to tears seeing the damage done after all our hard work. And it had been hard work. At one hundred and fifty metres by eighteen metres, the entire 2700 square metres of the runway had been razed. There was not a square centimetre that had not been damaged. The vandals had done a great job of wrecking our precious patch of grass. The bovine vandals that is.

The cattle had gone to town on the strip. There were curls of grass where they had run and

stopped, slipped and turned on the runway. The silly buggers did not realise that they could not get off the ground no matter how many times they ran up and down the runway.

It was a mess. A bloody big mess.

There was nothing we could do until the weather cleared and the strip dried out a bit. Some top soil was purchased and the laborious task of filling the divots and levelling the tops of the craters was commenced. While we were at it, another hundred kilograms or so of rock was dug out and the holes filled. The club hired a small driveway type vibrating road roller and, after the top dressing had been levelled, one of our club members came out every day for a week and rolled the runway. It was a slow laborious job but it had a great effect on the strip and showed the dedication of the driver, something that not too many in the club realised or appreciate, even to this day.

We had closed the field for a month but were fortunate to have a second field just twenty kilometres away that the club could use on a fortnightly basis so we asked permission to use that field weekly until the number one field was back in action. The land owner agreed but only on Sundays. That was better than nothing and so much appreciated by the club members.

Now, as expected, there was no more rain and the top dressing killed much of the grass that had been buried under it. Four weeks turned into six and it went out to eight weeks taking us through to the Easter long weekend. It was almost back to square one. Cooler weather was on the way and the temperature can get down to minus five degrees centigrade at our field. No grass grows then. And, yes, models have come back with ice on them!

The club decided to protect the runway somehow. But the question was how to do it? An electric fence would be the solution but what about the posts to hold it up? Those star pickets

would cut a model in half if it were to hit a one of them. An enterprising club member came up with the solution. We would put aluminium sockets [a pipe with one end closed to a point of sorts] in the ground first and the star pickets could then be inserted into those. When we wanted to fly, the pickets could be pulled out of the sockets and simply laid on the ground. Too easy. First pilots in of a morning would pull the fence down [after turning off the electric part] and the last pilots to leave would be responsible for erecting the fence and switching it back on. All too simple and the good thing was it worked an absolute treat. It takes about ten minutes for a lone pilot to lay the fence down and the same time to put it back up.

About eighteen months later, a second hot wire was run around to keep the calves off the field. The little buggers would simply ignore the zap and duck under the wire. Mind you, they would jump when they got a hit but it did not stop them until the second wire was run around.

Then the club had a bit of good fortune when, during the time that the council was doing up the dirt road, we approached the roller driver [the full sized road roller] and asked him if he could roll the strip for us. His reply was that he couldn't do so but, to our gratitude some club members came out a couple of days later to see the roller going up and down the runway for us. What a champion this gentleman was for us. You could see where the roller had compressed the surface down about fifteen millimetres and it was now really flat and hard. Getting close to perfection and with about ninety percent grass coverage.

Our Club was lucky enough to receive a grant from MAAA and we put it to good use with the purchase of a new Cox mower to work in conjunction with our thirty year old Greenfield. The remainder went into improving the road access to the gate so that our vehicles did not hang in mid-air and then bottom out across the drain.

Rain was now getting back to normal and the field was getting a good drink of water every so often and the grass responded in kind. No bald spots thanks to another club member who came out and hand planted many runners and then returned to water them on a regular basis. And another member who would stop on his way home from work to top up the watering unknown to other members.

Then came, the news that the bovine vandals had struck again. The energiser for the electric fence had failed after being struck by lightning and the cattle were the first to figure out that the fence was not working. They must try it on every day to see if they can get through the fence. Thankfully, this time the damage was light due to the rolling and it only took a mowing and a few small divots to be filled with top soil to have the runway back in shape. This was done by two members who gave up their valuable time and some energy. The Club now had a tennis court roller at the field and we were also able to give the new soil a light rolling.

Buying a new energiser cost a bit and it was decided to run a different type of hot wire around that was supposed to give better conductivity and therefore better protection to the area. So far this seems to be working quite well. Even the Kangaroos are frightened of it.

The original container now has a roof over it for a bit of extra protection and the roof was extended far enough to give a good shade area as well. That shade area doubles as the BBQ area and has been paved. The roof area also feeds a small water tank that is used for hand washing and very nice cups of tea and coffee.

I cannot think of one club member who has not put in some time, effort and sometimes money, to help us get the field to where it is now. We have also had many non-club members put in a huge amount of effort to help us out. From the beginnings of having to, literally, hack out the original one hundred by ten metre strip from a cow paddock that was full of Parramatta grass, blady grass and rocks, not to mention the huge stump holes, to what the Club has now, is an achievement that any club would be proud of. It was done without any outside assistance excepting our group of non-club members [who have some affiliation with the members]. We found the time, effort and ideas to now have one of the best grass surfaces in the country.

Now at one hundred and fifty by eighteen metres, the runway can be taken out to one hundred and seventy metres at short notice by simply running the mower over the ends of the runway. The surface is still good on the overrun area.

It seems sometimes that the jobs get done by the pixies but we all know that **someone** goes out to the field, in their own time and mows the runway, taxiways and the pits. **Someone** cleans the toilet. **Someone** pulls down the fence and **someone** puts it back up again at the end of the day. **Someone** organises the static displays and public days. **Someone** does the paper work. **Someone** cooks the BBQ. **Someone** buys the food and drinks. **Someone** counts the money. **Someone** paints the canteen. **Someone** fixes the light bulbs. There is always **someone**. In fact, I move a motion that **someone** should be made a life member of every club. Be grateful that **someone** is there all the time!

NSW State Scale Championship

Chris White (NSWSAS)

NSWSAS held the NSW State Scale Championship over the weekend of 16th and 17th of September at the RAAFMAC Club, located next to the RAAF Richmond Airbase. Five classes were run over the two days with strong winds on Saturday and zero wind on the Sunday. There were a total of 19 entries spread across F4H, F4C, F4G, Open and Clubman.

Static judging was carried out on Saturday morning for F4H, F4C and F4G with flying commencing around 9.30am on Saturday.

The weather showed its ugly side at around 11.00am and the flying was stopped shortly after. Only four flights were flown on Saturday by the Clubman class.

An early start followed on Sunday morning at 8.00am and with two flight lines operating it allowed all competitors to get their three flights in by 2.30pm.

Two competitors travelled from Victoria, namely Rod Mitchell with his Neptune and Brian Green with a Waco biplane.

Results

F4C

Alf Williams
Rod Mitchell
John Considine

F4H

Anthony Ogle
Peter Goff
Guy Young

F4G

Paul Mckewan

Open

Benjamin Burrell
Corrine Pellatt
James Price

Clubman

Ron Artis
Andrew Hunter
Alan Schulz

RAAFMAC should be congratulated for providing such a great field and food all weekend. I would also like to thank Val for tabulating all the scores.



Kel Thomas with his Morrisey Bravo - built from a Sig kit. Engine is an OSFT160



John Considine returned to scale flying with his P47 Thunderbolt. Model was built from a Top Flight kit. Despite the age of this model, John placed 3rd in F4C. Welcome back John.



Bill Mansell brought his Spacewalker along this time. Built from a Sig kit with a OS Ft160 up front





Rod Mitchell made the long trip from Victoria to NSW this year to fly this this Neptune which featured a water drop as part of its flying program. Despite winning every round of flying in F4C he missed out on taking top place by just a small margin.





*Corrine Pellat flew her electric powered ARF Pilatus this year in the open class.
Sunday weather suited this model perfectly*





Bob Pearce from the central coast entered his Zero in the Open class



And the winner in F4C again is Alf Williams flying this scratch built Tiger Moth. Laser engine up front

Oily Hand Diesel Day Out at Cowra MAC

Andy Lockett (Cowra MAC)

The twelfth Oily hand Diesel day out at Cowra MAC has come and gone for another year. As usual the weather and the action at the field was perfect. What else would you expect from one of the events on the aeromodelling calendar that should not be missed. Alan Wooster and Brett Butler made the 2,000km trip down from Hervey Bay just so they didn't miss out. They were joined by another seventy one happy aeromodellers to make the best attended OHDD in the twelve years of the event.

This year was a memorial to David Owen who did so much for traditional aeromodelling and model aircraft engines in Australia. The event featured not only many of the engines he supplied, built and repaired, but also two of the model aircraft he designed. These, the Fli-Bi and the Magnum, featured as models of the meet.

Fli-Bi is a 22" free flight biplane and in all twenty nine turned up at Oily Hand. They were powered by a variety of diesels from the newly released Redfin Millish .5cc to an original 1948 Mills P75. Most of the Fli-Bi's were in the original F/F format, but some had radio assist and others were scaled up somewhat.



Fli-Biers with their Fli-Bis

Magnum is a 36" control line model originally designed for triathlon events, but doubles as a competent sport aerobatic model. Twenty one builders turned up with their Magnums. Some of which were fitted with the Owen Engines T2.5 diesel. The Owen T2.5 is a reproduction of the 1958 Taipan 2.5 which David did a production run of in the few years prior to his passing. A fine engine for a fine flying model.

The concours de elegance for both the Fli-Bi and the Magnum were won by Andrew Linwood with Dave Bailey and Reg Towell close on his heels. The neatness and precision of these builders is awe inspiring.



A gaggle of Magnums

None of the Magnums were entered in the Plank Racing event. Perhaps their builders wanted them to fly another day as Plank Racing can lead to model attrition. At any rate, both Traditional Cowra Plank and Super Plank were won by Maris Dislers who had ventured up from SA to show how it is done.

Maris also won the inaugural 'Abomination Mass Launch'. His Cox 049 powered Oily Bird disappeared from view after 6min and 5sec. Not to worry, Maris had a tracker on board and once Roy Somersby showed him how to use the antenna he was able to find it a couple of paddocks away.

What is this Abomination stuff anyway?

Well, all aeromodellers become late at some time and such was the case with Big Kev Davies. The thing about Kev was that he was an incurable model engine collector, but also a blue blooded free flight scale modeller. Any model which was not scale was, in Kev's eyes, an abomination. So we have been left with Kev's legacy of one-eyedness and engines to deal with. So, why not an event where you have to make an 'abomination' fly for the longest time and win a nice diesel engine for your efforts. This year Maris won a limited edition PAW Millennium Special. Next year he is competing, along with a host of keen rivals, for a Benno Schlosser 0.25cc, the jewel in the crown of small diesel engines.

If you wanted you could come next year on the weekend of 25th/26th August and have a crack at winning that Schlosser too!

A good turn up from the SAMS fraternity competed for the radio assist Cabin Scramble late Saturday arvo to be beaten by Condo Smith who achieved a credible 23min 58sec in the allotted

half hour. Cabin Scramble requires a model designed before 1960 such as Vic Smeed's ubiquitous 'Tomboy' and powered by a diesel (or reproduction) from the era of less than 1cc.



Some of the line-up for SAMS Cabin scramble

After four years of trying, at long last Craig Thorton from Parkes won the David Owen Memorial Free Flight Scramble with his 'Sniffer' and took home that beautiful David Owen Memorial Oily Hand Day trophy and an Oily Hand Day tee shirt. Craig doesn't drink so the nice bottle of red lived to see another day.



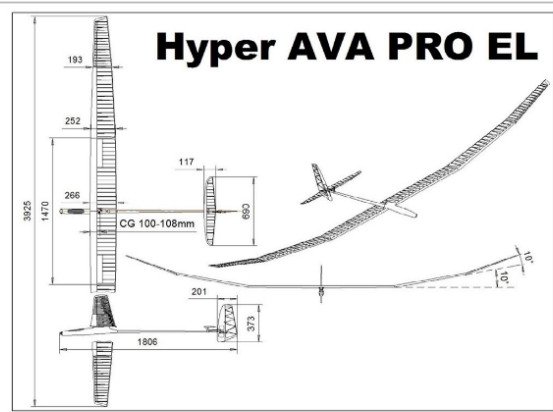
Geoff Potter with his big Easy Bee. Diesel power of course.

If after all that you are still in the dark about what Oily Hand is about you had better go to cowramac.asn.au where you will find the full report, more photos, links to video to find out. You will also find the information about the models of the meet for 2018.

See you next year at Cowra MAC's "Milroy" field with your bottle diesel in your oily hand.

Andy Luckett
Cowra MAC OHDD co-ordinator.

Would you like to win an Ava Pro 4.0m Electric Glider? Announcing a fund raiser to send an Aussie team to the F5J World Challenge in Slovakia 2018



Ava Pro- winner of F5J at the 2017 NEFR in the hands of Bob Wilson

F5J is booming! An Aussie team attended the 2017 World Challenge in Slovakia this year (with 132 competitors) and will report on their experiences and findings at the Australian F5J Trophy event in November.

The FAI has invited the Trnava club in Slovakia to prepare a proposal for the first F5J World Championships to be held in 2019. Australia needs to present an experienced team for this first World Championships!

In the meantime, the World Challenge, run by the Trnava club in August, continues in 2018. We need to send another Aussie team to gain more experience and build the Aussie F5J profile.

The AEFA has commenced another fund to assist the best F5J fliers (on the Australian Leaderboard) to attend the Slovakian events in August 2018. This year the AEFA ran a Stork raffle to support the 2017 team.

Here is a new offer! You can take part in a raffle that has as its prizes:



- 1st - Ava Pro F5J kit valued at \$1,500 (above)**
- 2nd - Aero-naut Triple Thermic 2.5m F5J kit valued at \$289**
- 3rd - Geared F5J motor valued at \$139**

Tickets are \$10 each, three for \$20, or five for \$30. The raffle will be drawn at the presentation at the NEFR at Canberra, Easter 2018. Proceeds from this raffle will go to the new team for Slovakia 2018!

Buy tickets online or send a message for paper tickets to ppine@northnet.com.au. A page has been set up on the AEFA web site. You can simply click on a PayPal link and buy the tickets you want. Here is the page you need to go to - this is a live link:

<http://aefanet.com/world-champ-fund-raiser>

**Ava kit supplied by Dave's Toys for Big Boys - the AEFA would like to acknowledge Dave's support for this fund raiser. You can see Dave's Toys range at www.hyperionaustralia.com.au
F5J kit and motor supplied by www.flyelectric.com - Please support those that support the AEFA.**

Upcoming Events

Gosford City Aeromodellers Club 2017 Regular Events - All Welcome Electric Float Planes



GCAC has a freshwater float plane site in the Mt Penang complex at Kariong

7 to 10am, \$5 to fly.

Saturday October 21st
Saturday November 18th
Saturday November 25th
Saturday December 16th
Saturday December 30th

Indoor Flying

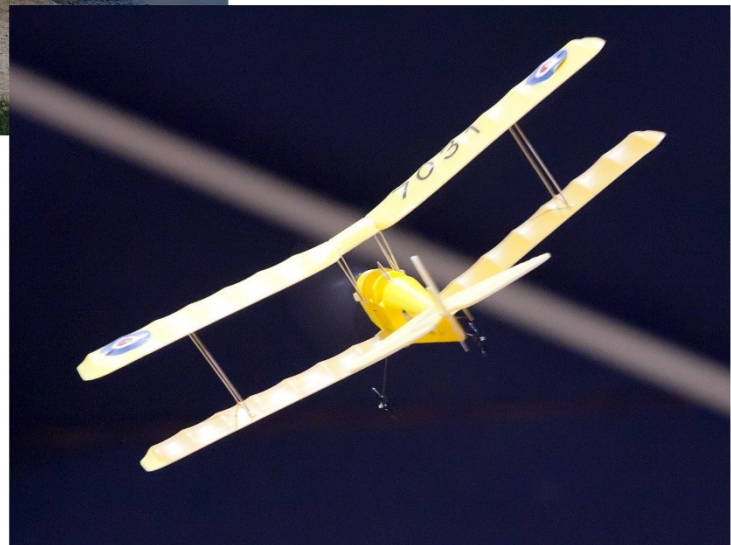
Niagara Park Stadium,
Narara Valley Drive, Niagara Park

\$15 for an afternoon of indoor fun
in two combined basketball courts

Sunday November 5th 12-4pm ***New Time**

GCAC is an MAAA Club
All Members Welcome

See www.gcac.org.au,
email secretary@gcac.org.au or call Jaz Cooper on 0411 053339 for more information





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

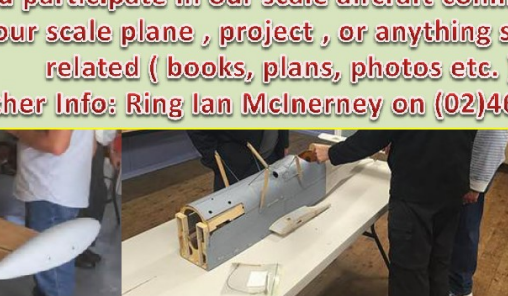


NSW Scale Aircraft Society Meeting, BBQ, Show & Tell, Swap & Sell Afternoon



When:- Saturday 30 September 2017
Where:- Harrington Park Community Hall
33A Fairwater Drive, Harrington Park, NSW 2567
1.00pm to 5pm

All Aero modellers & MAAA members are invited to join us
and participate in our scale aircraft community.
bring your scale plane , project , or anything scale aircraft
related (books, plans, photos etc.)
Further Info: Ring Ian McInerney on (02)46571618





NAAS AEROTOW

13-14-15 October
2017



FUN FLY Event

The objective of the event is to provide Aerotow Glider launch opportunities to a wide audience of RC flyers. Experienced and introductory pilots are welcome to get some “Stick time” while being held aloft by the energy of the rising air currents courtesy of the warm NAAS valley Sun.

We already have two 1/3 scale (150cc and 100cc) tug aircraft confirmed for the event so you should have no trouble getting aloft throughout the weekend. Flyers are also encouraged to bring their electric powered gliders, though priority will be given to aerotow launches for Safety reasons.

- | | |
|---|-------------------------------------|
| - Pilot event entry fee \$25.00 | <u>Enjoy the great NAAS site:</u> |
| - Dinner available Friday night. | Camping available \$15.00 per night |
| - Saturday night roast/baked Dinner at the field \$25.00 per head | Toilets and shower provided. |

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

The National Aeromodelling and Aviators Society (N.A.A.S) is situated in the Namadgi National Park in the NAAS Valley in A.C.T just south of Tharwa.

Register for the event : <https://goo.gl/forms/GwLrJEor6UBNApmO2>

Web: www.naas.org.au Contact Dino: 0407356527 or Email: naasact@outlook.com



Twin Cities Model Aero Club

Albury

Seaplane Weekend

Fri 20th to Sun 22nd Oct

with catering



**Lake available for flying Thursday 19 to Monday 23
no catering Thur/Mon**

- ★ Perpetual trophy
- ★ Full catering at the Lake
- ★ Complementary breakfast for entrants on Sunday morning
- ★ Lunch time Polaris Pylon racing spectacular
- ★ Contact David Balfour on (020) 60433169 or 0407953903

Table Top Reserve Old Sydney Rd
Ettamogah GPS s 35 58 506 e 147 02 754



COFFS COAST R/C FLYERS Inc

1st Annual FUN FLY-IN
& SWAP MEET.

Powered
Camping Sites.
Full Toilet Facilities.

Open Flying All Week-End
\$10 One Off Fee Per Pilot.

Canteen all Week-end
Tea & Coffee Free
To All Pilots.

Contact Martin Cochrane 0266582364 or 0423691150 email mwc.scale@bigpond.com
Ron Martini 0265696364 email ronald.kate.martini@bigpond.com
Field Location 16 km North of Coffs Harbour at the Clay Target Club.

ON 20-21-22 Oct 2017 AT Coffs Harbour



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

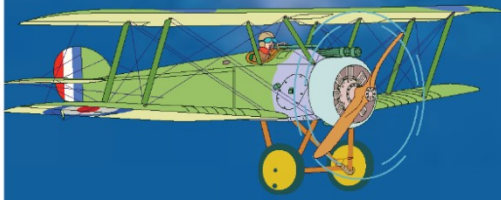
Australian Large Scale Pylon Racing: www.facebook.com/groups/LSRCA/

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

Information: www.naas.org.au

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





**Camden Valley Radio Control
Miniature Aviation Sports Club Inc.**
The Secretary, 25 Clydebank Cr, Glen Alpine 2560

SCALE RALLY

C.V.R.C.M.A.S Club Field
Saturday 28th October 2017 9am to 4pm
Also welcome to fly on Sunday 29th.

Note: 2.4 GHz only on Sunday.

All classes of aircraft excluding turbines and helicopters.

Bring your stuff to Swap or Sell.



Where are we?

We are off Menangle Rd. Turn on Glenlee Rd and follow the signs.
Entry Fee of \$12 per pilot, which includes a free drink of your choice.
BBQ food & drinks available.

Contact: Paul Phibbs (Secretary) 04111 39980
Email: CamdenValleyRCMASports@gmail.com

Wiseman's Ferry Scale Comp

28th & 29th October 2017

Hosted by
Sydney Radio Control Society



\$25 entry fee*

*\$15 discounted
entry fee for NSWAS
and SRCS members



Clubman – a flying only category for pilots with little or no competition experience. Any type of fixed wing flying scale model aircraft can be entered in this category - ARF, etc.

Open Scale – a flying only category for more experienced competitors. Any type of fixed wing flying scale model aircraft can be entered in this category - ARF, etc.

Advanced Scale – a flying only category for more experienced competitors that must have built their own model - e.g. from kits to scratch built models.

IMPORTANT NOTES:

1. Only 1 entry allowed per pilot.
2. Pre-entry required. Flying will commence at 10:00am Saturday and 9:00am Sunday.
3. 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: nswscale@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.

Shoalhaven Model Flying Club Inc.

Presents

**The 35th Shoalhaven Shield
Two Metre Thermal Glider Event
12th November, 2017.**

**Fletchers Lane Flying Field, Bomaderry.
(off Meroo Road)**

Briefing 9am for 9.30am start

**This event is the final round (Round 7) of the
2017 Two Metre Glider Millennium Cup**

Millennium Cup Launching - 6 minute max - spot landing

Bacon & Egg Rolls for breakfast

Steak/Sausage Sandwiches, Drinks, Tea & Coffee.

Further Information: Ian Avery (02) 4232 1093

iwa@iinet.net.au

MUSWELLBROOK DISTRICT MODEL AERO SPORTS Inc.

INVITATION



MDMAS Inc. will be holding an **Invitation Meeting & Flying Day** including a barbecue lunch for a nominal fee on **Sunday 12 November 2017** for current and past members of the club and other interested persons, with a view to renewing old friendships and encouraging both new and past members to join our club.

The field will be open for flying and general get together from **0830** hours.

All disciplines welcome as we have R/C, C/L & F/F areas available.

If you are interested in attending please contact us ASAP and advise of number(s) attending in order appropriate catering may be arranged.

contact details:

Peter Wheeler-Smith (Secretary)

(email) wheelersmith@bigpond.com

(mobile) 0417 012611

(post) 34 Towarri Street MUSWELLBROOK 2333

or

John Walker (President)

(email) pssj.wal@bigpond.net.au

(mobile) 0455 441309

for registration or further enquiries

We look forward to your company

Sydney Radio Control Society



General Fly In

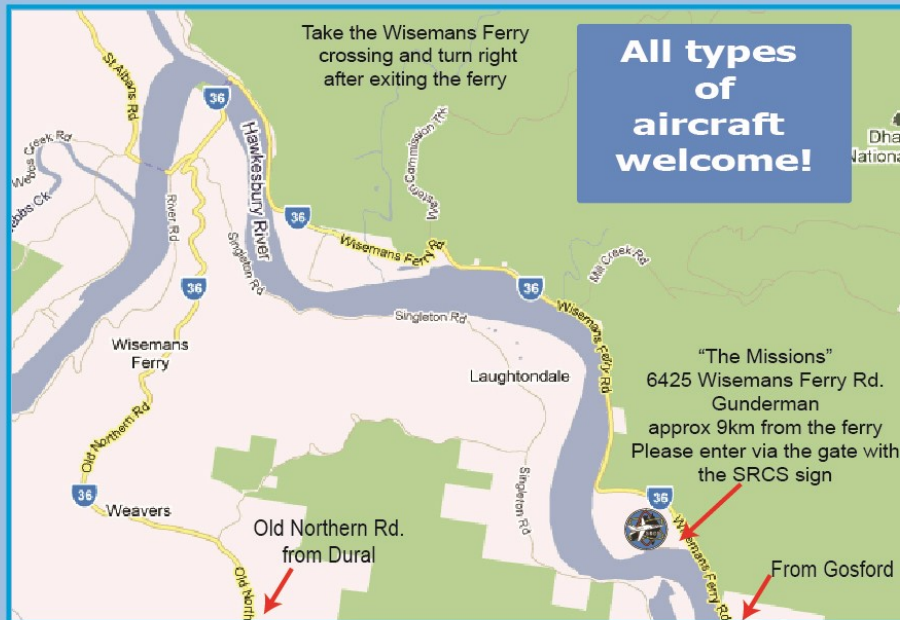


Saturday 18th November

Gates open at 9am for all day flying

Last years event saw an amazing array of models from park flyers to turbines
Everyone who attended enjoyed a great days flying in a really festive atmosphere.

**Come along and help make this year's event even better
All levels of flying skill are welcome!**



\$10 entry fee includes BBQ lunch & a drink

Enjoy a day's flying with us at the most scenic flying site in the Sydney Basin. All levels of flying skill are welcome, just turn up on the day and fly as little or as much as you like.

No competitions, no pressure, just enjoy flying!

Bring your family along and enjoy a picnic by the Hawkesbury River

MAAA Cards and Permits to Fly for large models must be presented at registration

If you have any questions please contact Mike Close, president@srcsclub.com
Please check the SRCS website on the day for cancelation information in the event of bad weather. An announcement will be made by 7am.
www.srcsclub.com.au

INVITATIONAL SCALE CLASSIC

NSW STATE FLYING FIELD
COOTAMUNDRA
22nd - 26th November



- Masters
- Expert
- Team
- Pro-Expert
- Flying Only

Camping at the field - Toilets / Hot Showers

Saturday Gala Prize Night & Presentation

Contact - Cheryl Rolfe

cheza1954@iprimus.com.au

DOWNUNDER 2017



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/qCf1PZhoCu1IDxav1>

For more information will become available, please refer to:

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

38th Armidale Sailplane Expo

January 25 to 29, 2018

New England Model Aircraft Club and the Sailplane Expo Trust invite you to beautiful Armidale on the New England Tablelands for the 38th Sailplane Expo. Events will be Australian Open Thermal (10 min flight in 12 min working time, 150m lines, FAI landing tape, all rounds count) and F5J (10 min flight envelope, max 30 sec motor run, F5J landing tape).

F5J will be held as a stand-alone event from 1130 -1630 Thursday January 25 and 0900 - 1630 on Friday January 26.

Open Thermal will be held as a stand-alone event from 0900-1630 Saturday January 27 and 0900-1300 Sunday January 28.

The field will be available for practice Wednesday January 24, 2018

The field is on the left of Warrane Rd Dumaresq, approx 3.5km from Booralong Rd turnoff.

Google Maps Co-ordinates -30.444252,151.518692

We look forward to seeing you all again. Bring your MAAA membership card with you.

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

Muswellbrook District Model Aero Sports Inc.

HUNTER VALLEY CHAMPIONSHIPS 3 & 4 March 2018

Mitchell-Hill Field, New England Highway, -- approx. 6kms south of
Muswellbrook NSW, -- approx. 1km south of Muscle Creek Road
(field open 1200 hours Friday, 02 March to late afternoon Sunday, 04
March)

EVENTS:

- SATURDAY:** Classic Stunt -- Vintage Combat -- 27D Goodyear – Vintage A
Team Race -- Simple 2.5 Rat -- F5J Open Thermal Glider
(winch launch)
- SUNDAY:** F2B -- Slow Combat – Combined Speed -- Weatherman Speed
-- Electric Glider

ENTRY FEES:

\$5 per person, per event, to a maximum of \$20 per person (with entry to as many events
as you like)

*Flyers of all ages welcome – Unpowered camping available at the field for a donation of \$5 per site per night
from 1200 hours Friday, 18 May – Sunday night camping by arrangement, (no fires permitted on the field –
toilets & cold water available, -- sorry, no showers). -- Current MAAA cards MUST be shown on the day when
registering. – Canteen will be running both days. -- Buy, sell & swap welcome. -- Attendees are responsible for
the proper removal of all personal rubbish from the field.*

CONTACT: Peter Wheeler-Smith (Secretary) 0417 012611, email: pssj.wal@bigpond.net.au
or “snail mail” to 34 Towarri Street Muswellbrook 2333

or

John Walker (President) on 0455 441309, email: pssj.wal@bigpond.net.au

for registration or further enquiries

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

Muswellbrook District Model Aero Sports Inc.

Invites you to attend

VETERANS GATHERING

19 & 20 May 2018

Mitchell-Hill Field, New England Highway, -- approx. 6kms south of
Muswellbrook NSW, -- approx. 1km. south of Muscle Creek Road
(field open from 1200 hours Friday, 18 May to late afternoon Sunday, 20 May)

come & join us for this long standing & popular event



The "gathering" is on again – flyers of all ages welcome – FF/RC/CL sites available.

Unpowered camping available at the field for a donation of \$5 per site per night from 1200 hours Friday, 18 May – Sunday night camping by arrangement, (no fires permitted on the field – toilets & cold water available, -- sorry, no showers). -- Entry for the weekend by donation. --

Current MAAA cards & large model permits (if applicable) MUST be shown on the day when registering. -- Canteen will be running both days with bbq breakfast on offer Sunday morning for a nominal fee. -- Saturday night dinner may be arranged following expressions of interest. -- No formal events, just fly for fun or come along & have a "natter" & "catch up". -- Buy, sell & swap welcome. -- Flying times are: C/L 0800 hours until dark both days, F/F 0700 to 0930, & 1700 until dark both days, twilight F/F scramble Saturday, R/C from 0930 hours to 1630 hours both days (No night flying). -- Attendees are responsible for the proper removal of all personal rubbish from the field.

CONTACT: Peter Wheeler-Smith (Secretary) on 0417 012611, email wheelersmith@bigpond.com,
"snail mail" to 34 Towarri Street Muswellbrook 2333

John Walker (President) on 0455 441309, email pssj.wal@bigpond.net.au

for registration or further enquiries

Muswellbrook District Model Aero Sports Inc.

Invites you to attend

FRANK BRYANT MEMORIAL WARBIRDS WEEKEND

30 June & 01 July 2018

Mitchell-Hill Field, New England Highway, -- approx. 6kms south of Muswellbrook NSW, -- approx. 1km. south of Muscle Creek Road (field open from 1200 hours Friday, 29 June to late afternoon Sunday, 01 July)

It's on again! – Flyers of all ages welcome – FF/RC/CL sites available. Unpowered camping available at the field for a donation of \$5 per site per night from 1200 hours Friday, 29 June – Sunday night camping by arrangement, (no fires permitted on the field – toilets & cold water available, -- sorry, no showers). Entry for the weekend by donation. -- Current MAAA cards & large model permits (if applicable) MUST be shown on the day when registering. – Canteen will be running both days. -- No formal events, just fly for fun or come along & have a “natter” & “catch up”. Buy, sell & swap welcome. -- Flying times are: C/L 0800 hours until dark both days, F/F 0700 to 0930, & 1700 until dark both days, R/C from 0930 hours to 1630 hours both days. – No night flying. Attendees are responsible for the proper removal of all personal rubbish.

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or

John Walker (President) on 0455 441309, email pssj.wal@bigpond.net.au

for registration or further enquiries

**Deadline for submissions to Newsletter #402
(November 2017) is
Tuesday 17th October 2017.**

*Please forward any changes of mail or email address together with your
AUS Number directly to the Registrar.
dave.lewis@internode.on.net*