



AEROMODELLERS
NEW SOUTH WALES



Shane McMillan's lovely 1/12 scale Paul Kohlmann designed Grumman Goose at the Penrith Regatta Centre. Built from a Manzano Laser Works short kit. It is a very traditional free flight style stick and tissue structure, consisting mostly of balsa with some ply parts where needed for extra strength. The airframe is covered in Polyspan and dope (about 6 coats), and painted with acrylic lacquer. Flies on twin 2836 950kv outrunners and a single 3s 2200 LiPo. More on Pg 31

Photo via Shane McMillan - SHMAC

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Diary Notes

Next Aeromodellers NSW Bi-Monthly Management Committee Meeting incorporating the 2018 AGM.

Friday 8th June 2018, 8:00pm at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.

Following Aeromodellers NSW Bi-Monthly Management Committee Meeting.

Friday 10th August 2018, 8:00pm at Dooley's Waterview Club, Cnr of Clyde Street and Silverwater Road, Silverwater.

Newsletter #407 (May 2018) deadline for submissions:
Friday 18th May.

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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

Venue: Dooley's Waterview Club
 Cnr Clyde St & Silverwater Rd, Silverwater
 Friday 13th April 2018

Meeting Opened: 8:10pm

Attendees: Tim Nolan ROW, Aranka Nolan ROW, Clive Weatherhead WRCS, Steve Norrie NSW Scale, Dave Lewis CANSW, Rob Masters WPMAC, Greg Hoy SAC, Bruce Thrift CVRCMAS, Malcolm Robertson CMAC, Trevor Smith MMSC, Dean Ribolge HMAS, Peter Papantoniou LMJC, Philip Chadd HMAS, Jeremy Randle NSW Pylon, James Martin SMRC, Carol Rigau SMRC, Tim Ingham WRCS, Brett Solanov SHMAC, Shane McMillan SHMAC

Visitors:

Apologies: George Atkinson

Minutes: Motion: That the minutes of the meeting held on the 27th January 2018 at Cootamundra State Field as published in Newsletter 404 be accepted as a true and correct record of that meeting.

Moved: WPMAC **Seconded:** SAC **Carried**

Business Arising:

1. MAAA Conference – May 2018 – see new business for this meeting.
2. AEFA proposal to sponsor young pilots into F5J – see new business for this meeting. Trevor Smith to present item.
3. Cootamundra area approval and height increase application – with Tim Nolan and Greg Hoy – not yet completed.
4. Cootamundra State Field application for ANSW and MAAA funding for irrigation system - status is that the application for funding is with MAAA for consideration.

Correspondence:

Correspondence In		
Source	Content	Outcome and matters arising
David Bolstad WRCS	Request for funding/marketing support for Wings Over Illawarra event.	Public Relations Officer contacting Dave to provide marketing assistance.
Graham James - Cootamundra	Update on quote for watering system.	To be updated this meeting.
Kevin Dodd MAAA	Minutes of Dec 2017/Jan 2018 MAAA Exec meeting.	Info only.

Correspondence In		
Source	Content	Outcome and matters arising
Josh Aspinall CASA	Receipt for payment for approval application for operation of unmanned aircraft near an aerodrome.	Info only.
Chris Bird WRCS	Request for card reprint	Passed to MAAA
Gordon Buttler CCMAC	Request for clarification of whether separate insurance was required to cover potential liability to visitors.	MAAA provided insurance summary confirming that the MAAA insurance includes this and no separate policy is required.
Mark Lewis CASA	Planned leave dates and timing of applications.	Info only.
Robyn Perkins MMAC	Change of club listing to fixed wing only.	ANSW site updated.
Bob Cantwell SSSFA	Additions to SSSFA information on "find a club".	Requested info to be forwarded to webmaster via Aranka.
Tom Tobin Rebel Club	Application to register Middlebrook as approved flying area, and application for temporary height clearance extension for 2 days in March and October to allow for aero towing.	Applications with risk assessment, landowner approval and site details passed to CASA for approval.
Bob Carpenter HMAS	Notification of commencement of discipline process in respect of one member.	Information only – remains a club issue. Now resolved.
Brendan Tucker	Request to hold state F3C/N team trial at Cootamundra 28/9 to 1/10/18 in conjunction with MAAA team trial for 2019 Germany or South Korea world championships.	Confirmed ok – Steve Norrie liaising with Brendan.
Kevin Dodd MAAA	Minutes of Feb 2018 MAAA Exec meeting.	Info only.
Kevin Dodd	Forwarding Central Coast Council paperwork seeking expressions of interest in a sports centre opening.	Declined to pursue this.
Dave Thomas, Eurobodalla MAC	Documents requesting MAAA grant assistance with purchase of a mower.	Passed to MAAA with ANSW endorsement.
Bruce Thrift – Camden Valley	Report on well-attended City Fun Fly event held at CVRCMAS.	Information only.
Phil Crandon – Lismore	Documents requesting MAAA grant assistance with land improvement equipment and supplies.	Passed to MAAA with ANSW endorsement.

Correspondence In		
Source	Content	Outcome and matters arising
Ray Wilson – Port Macquarie RCAC	Documents requesting MAAA grant assistance with purchase of a mower.	Passed to MAAA with ANSW endorsement.
Geoff Jones – Springwood Nepean MAC	Documents requesting MAAA grant assistance with pergola, roofing and pit area/taxiway improvement.	Passed to MAAA with ANSW endorsement.
Joseph Frost	Responding to President's update in newsletter and suggesting ANSW considers purchasing land north of Taree.	Comments circulated for consideration.
Kevin Dodd – MAAA	Conclusion of selection process for MAAA Federal Secretary.	Info only.
Trevor Smith – AEFA	Request for funding a juniors programme.	New business – this meeting.
Tony Turner – Forster Tuncurry	Question concerning a member flying on his own acreage and whether MAAA insurance applies.	Confirmed it does, subject to compliance with CASA and MOPs.
Kevin Dodd – MAAA	Declining Lismore grant request as the application was less than 3 years from previous grant funding.	Lismore Club advised. For discussion at ANSW meeting.
Dooley's Waterview admin	Dates for coming meetings.	Set at 8/6/18, 10/8/18, 12/10/18, 14/12/18, 8/2/19, 12/4/19, 14/6/19.
Kevin Dodd – MAAA	MAAA conference agenda for May 2018.	ANSW President to seek member input during his update – this meeting.
Late Correspondence Not Yet Dealt With		
Source	Content	Outcome and matters arising
Nil		
Correspondence out		
Source	Content	Outcome and matters arising
Tim Nolan ANSW	To Kevin Dodd MAAA for grant assistance for Cootamundra irrigation equipment.	MAAA acknowledged receipt.
Clive Weatherhead ANSW	ANSW report for May council meeting sent to Kevin Dodd.	To be included in council document pack.

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

Moved: SMRC **Seconded:** HMAS **Carried**

Reports

Treasurer

Steve Norrie

The Treasurer's reports for Feb and Mar 18 were presented to the meeting and will subsequently be circulated in an Email Bulletin. Additional expenses were submitted and detailed for the attendees.

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

Moved: CVRCMAS Seconded: CMAC Carried

President and CASA Liaison

Tim Nolan

There's a lot happening at Aeromodellers NSW. We are preparing for the Aeromodellers NSW 2018 Annual General Meeting (8th June), measuring our progress against our Strategic Plan and identifying key elements and performance indicators for next year. We will present these at the AGM and also report on the outcomes of the MAAA Conference which will be held over the weekend of 19th and 20th of May.

New State Field

On the subject of securing a new field, Greg Hoy has been identifying possible locations against the set criteria and visiting most of them to assess their suitability for our needs. In the last newsletter there was a summary of the selection criteria and some of the challenges that have been identified. Our aim is to finalise a purchase in second half of this year. We are looking to secure a flying site within a two hour drive from Parramatta which is where we have identified enormous pressure on available land.

We have received the Agenda for the MAAA Conference and in keeping with our normal practice of consultation we went through it with members in attendance at the April Business Meeting to gain opinions and guidance on how our Clubs want us to vote.

2018 MAAA Conference

Flight training...regarding accreditation issues. Depending on how this motion is accepted at the Conference we will need to decide on how we will manage the reaccreditation of instructors. There is further details contained in the CFI's report.

The Executive is seeking approval for one observer to attend the MAAA Conference in Adelaide as we have done in previous years. Greg Hoy (VP) is unavailable and consequently we would like to take Dave Lewis along as he is also a nominee for the MAAA Vice President's position.

FPV at the Royal Easter Show

I would like to formally commend James Martin and his group for their amazing efforts at the Sydney Royal Easter Show. There will be more details and photos in an upcoming newsletter. You'll also be able to check out some FPV video footage of the micro drones he has been developing. Some very clever skills involved. Contact me if you would like to talk to James about how you can try this out.

Sydney Basin Fly In

We are looking to have another Sydney Basin Fly in and display at HMAS, presently looking at 3rd November. Pencil that into your diaries. We will follow up with more information.

Country Meeting

We have agreed to convene a country meeting at Coffs Harbour on the 3rd weekend in August, following the invitation we received.

New Blood Wanted

The leadership group are looking for others to help run ANSW. Specifically we are looking for people to assist with:

1. The Risk Assessments and CASA approvals.
2. Heavy model inspector/ gas turbine checking of applicants.

If you have an interest and a few hours available we would really appreciate your involvement; you will find the team very friendly and supportive. Our interest is to preserve the best of what we have built to date and create a safe and compliant sport for the future.

AGM

The AGM is being held in conjunction with the next Business Meeting as is the normal practice and the current team have agreed to stand again. That said don't be afraid of putting your hat in the ring as we have some great activities ahead that you may like to drive. Different skills are always welcome. We would encourage anyone who would like to be involved to nominate for a position - we are always looking for additional help as we continue to grow Aeromodellers NSW. If you need any help on how to nominate just drop me an email president@nsw.aeromodellers.org.au or a phone call (0412 173 440) and I can help with any questions.

Motion: That Dave Lewis attend the 2018 MAAA Council Conference as an observer in addition to Tim Nolan and Clive Weatherhead who are the designated MAAA Council members.

Moved: LMJC Seconded: NSW Pylon Carried

ANSW strategic plan – review, process, timing – deferred to AGM in June

Registrar

Dave Lewis

ANSW Membership Demographic as of 10/04/2018

Total No. of new Members Year to Date		264
	%	No.
Number of new Juniors	23%	62
Number of new Seniors	77%	202

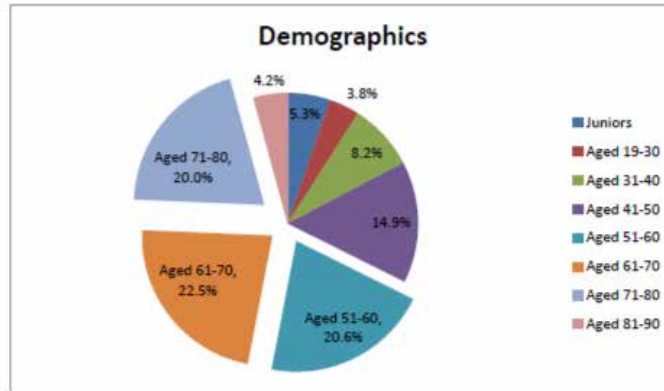
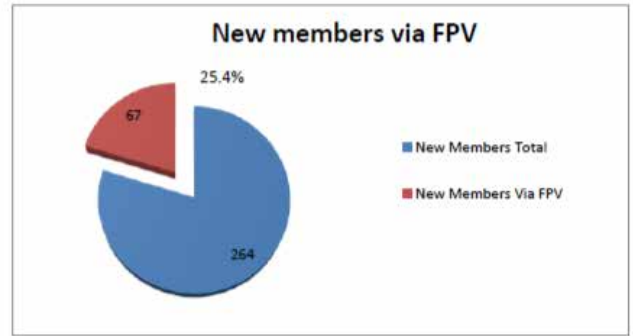
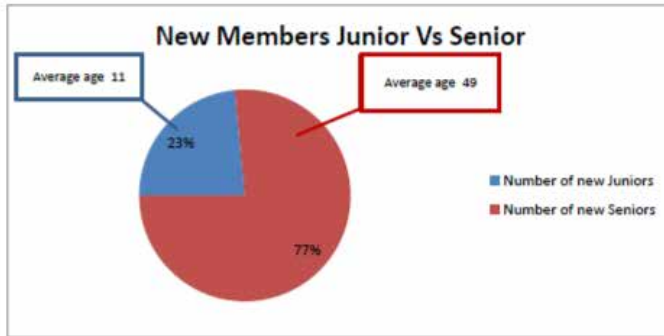
	Age
Average age of new Junior	11
Average age of new Senior	49

New Members Total	264
New Members Via FPV	67
Percentage of New Members	25.4%

Age Bracket	%	No.
Juniors	5.3%	119
Aged 19-30	3.8%	85
Aged 31-40	8.2%	186
Aged 41-50	14.9%	338
Aged 51-60	20.6%	466
Aged 61-70	22.5%	509
Aged 71-80	20.0%	452
Aged 81-90	4.2%	96
Aged 91+	0.13%	3

Distribution	No.	%
Sydney Basin	1077	48%
Outside	1186	52%
	2263	

Members Under	No.
50	731
70	1706
90	2254



Newsletter editor **Rob Masters**

Campaign reports follow. Note that we will incur a small cost for MailChimp (bulk email) if emailing numbers exceed 2000 per issue – we are currently sitting at 1988 recipients. Below 2000 is free.

Email Campaign Report		
Subject Line:		Aeromodellers NSW Newsletter #404 - January / February 2018
Delivery Date/Time:	Mon, 26 Feb 2018 8:12 pm	
Overall Stats		
Total Recipients:	1,959	
Successful Deliveries:	1,884	
Bounces:	75 (3.8%)	
Times Forwarded:	0	
Forwarded Opens:	0	
Recipients Who Opened:	1,090 (57.9%)	
Total Opens:	2,684	
Last Open Date:	9/4/18 9:33PM	
Recipients Who Clicked:	655 (34.8%)	
Total Clicks:	15,391	
Last Click Date:	9/4/18 7:12PM	
Total Unsubs:	5	
Total Abuse Complaints:	0	
Times Liked on Facebook:	0	
Clicks by URL		
URL	Total Clicks	Unique Clicks
http://nsw.aeromodellers.org.au/wp-content/uploads/2018/02/ANSW-NL-404-February-2018.pdf	15,386	652
http://nsw.aeromodellers.org.au	3	3
https://www.facebook.com/aeromodellersnsw/	2	2

Subject Line:		Aeromodellers NSW Newsletter #405 - March 2018	
Delivery Date/Time:	Fri, 30 Mar 2018 1:02 pm		
Overall Stats			
Total Recipients:	1,988		
Successful Deliveries:	1,905		
Bounces:	83 (4.2%)		
Times Forwarded:	0		
Forwarded Opens:	0		
Recipients Who Opened:	1,044 (54.8%)		
Total Opens:	2,550		
Last Open Date:	10/4/18 5:27PM		
Recipients Who Clicked:	649 (34.1%)		
Total Clicks:	7,811		
Last Click Date:	10/4/18 5:05PM		
Total Unsubs:	2		
Total Abuse Complaints:	0		
Times Liked on Facebook:	0		
Clicks by URL			
URL	Total Clicks	Unique Clicks	
http://nsw.aeromodellers.org.au/wp-content/uploads/2018/03/ANSW-NL-405-March-2018.pdf	7,807	649	
http://nsw.aeromodellers.org.au	3	3	
https://www.facebook.com/aeromodellersnsw/	1	1	

Public Relations Officer Aranka Nolan

We continue our efforts to engage new members, clubs, their members and the greater community.

Website Changes

The survey that ran earlier in the year has helped us identify the clubs that want support to grow their membership, those that want support in the future and those that are happy as they are. We will be keeping all clubs on the pin point system <http://nsw.aeromodellers.org.au/find-a-club/>. To the site we are adding a carousel where we will be profiling the clubs that will be profiled more extensively.

By clicking a club logo in the carousel the visitor will be taken to a page that provides information on each club, the contact details of the key person, interests in the area and other relevant information that supports a visit. From there the links will carry through to the clubs website and their social media environments.

We will be contacting all clubs to collect this deeper information and things like logos, photos, etc.

To accommodate this change we are taking the opportunity to refresh the home page.

Promotional Gear

We have been regularly asked about getting pieces of the promotional gear that we have as Aeromodellers wear to our meetings. Ultimately you will be able to purchase all items including polos, shirts, fleeces, jackets, hats, and caps. To start with we will be offering hats, badges and stickers.

To help with the management of this the website will have a shop on the site.

Supporting Collateral / Flyers / Signage / Stickers

Many clubs have presentations and open days where it would be handy to have a flyer that carries the contact details of the club and the right people. To help we have mocked up three flyers that are to be provided to clubs so that they can include their details and use them to promote their activities. Two of these are depicted below.

Aeromodelling is for everyone!

Girls, boys, young, old, and everyone inbetween.



All it takes is a keen interest in aeronautics, technologically advanced hobbies, or the thrills of aerobatics and speed. Our most junior pilot who is 6 years of age and competes around the world, to our most senior member who continues to fly at age 92.

Aeromodellers fly; drones, scale aeroplanes, gliders, seaplanes, jet turbine aircraft, helicopters, free flight hand launched models, pylon racing planes and control line models. Pick your favourites and go fly!

Flyer 1 Front

In NSW, there are over 80 clubs with approximately 2,500 members across NSW. Have a test fly with a club trainer before immersing yourself in the sport.

Clubs provide an active, supportive, social atmosphere that build long lasting friendships. Multi-rotor (Drone) racing is rapidly carving out its own niche with indoor and outdoor flying competitions becoming very popular, particularly with teenagers and those in their 20's and early 30's.

So join a club! You will get to fly with people with vast modelling knowledge and experience and a level of insurance coverage second to none.

Or visit www.nsw.aeromodellers.org.au

Your nearest club is

Their contact details are

Speak to



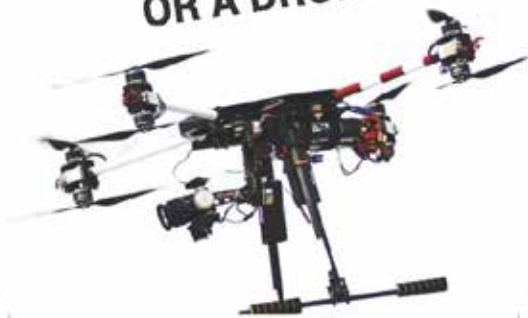
Flyer 1 Back

**WANT
TO
FLY**

A MODEL AIRCRAFT?



OR A DRONE?



Flyer 2 Front

This sport gets you off the ground and flying scale aeroplanes, gliders, float planes, jet turbine aircraft, helicopters and multi-rotors, free flight hand launched models, pylon racing planes and control line models.

Join a club near you. Learn from experienced pilots who can show you how to fly safely and have the best fun!

Your nearest club is

Their contact details are

Speak to



www.nsw.aeromodellers.org.au

Flyer 2 Back

We are also preparing two types of stickers for cars, trailers, anything really. They are the Aeromodellers NSW logo only. One will be on a clear background for windows and the other will be on a white panel for everywhere else. They are 20 cm x 9 cm in size so you can see them.

Digital engagement

We are always looking for ways to grow our membership. There have been some great activities around the state and ensuring that those events are included in the newsletter, the website and through social media is important for us to see how our sport is evolving.

We are thinking about putting up a podcast onto the website and through social media. If we do take this step then there will be opportunities for clubs to promote their activities and events through this channel also.

The details are being thought through and we will provide specifics in the future.

Chief Flying Instructor George Atkinson

As a result of the CFI Conference in Adelaide last year it has been proposed that Instructor Ratings be valid for a period of 5 years.

Prior to the 1st of July 2019 all current members who hold an Instructor Rating will be required to attend a requalification course. Those who do not attend prior to this date will have their Instructor Rating cancelled.

Trainee instructors will attend and successfully complete an MAAA Instructor's course that will include a written test based on Rules and Regulations and the MAAA Instructor's Manual. In the event that a holder of an Instructor Rating does not successfully complete a requalification course once every five years, the Instructor rating will be cancelled.

Attending a refresher in the near future will enable instructors to be updated with the latest changes in Technology, Risk Assessments, CASA Regulations (including 9617 & its implications) MAAA MOPs and the Working With Children (Blue Card). It also provides an opportunity to discuss any issues.

Currently there are 122 registered instructors in NSW. Some of these regularly instruct and some are inactive. I am seeking feedback on the format for refresher courses, either 2 shorter days or 1 longer day. Please forward feedback and requests for dates for courses to cfi@nsw.aeromodellers.org.au

Note that the meeting indicated that either 2 short days or 1 long day was acceptable.

Vice President Greg Hoy

See appendix 1.

Secretary Clive Weatherhead

Nothing to report other than matters included in this document.

Motion: That the committee reports be accepted.

Moved: LMJC Seconded: HMAS Carried

Awards:

Awards			
MAAA power fixed wing			
Name	Club	MAAA number	Class
Andrew Loveday	Gosford	85668	Silver
Craig Hughes	Gosford	57101	Gold
Chris Jenkins	Gosford	61886	Silver
Lukasz Studniarz	Gosford	84951	Gold
George Cadd	Shoalhaven	85386	Silver
Mark Southan	Hornsby	85455	Silver
Tian Zheng	WRCS	85680	Bronze
Tian Zheng	WRCS	85680	Silver
Mathew Richards	Hunter Phoenix	82971	Gold
John Clelland	Camden Valley	36163	Silver
Derek Lamb	Wagga	65809	Gold
Aden Thiess	SRCS	85806	Bronze
Phil Parker	Feral Flyers	84443	Silver
Dirk Engelen	PRCAC	83605	Bronze
Colin Chan	PRCAC	71339	Bronze
Ian Wilson	PRCAC	85264	Bronze
Jason Burcher	PRCAC	84410	Bronze
Todd Hazell	PRCAC	83864	Bronze
Dillon Giglio	HEMFC	73586	Silver
John Anderson	HEMFC	53880	Silver
Trevor Mills	Lismore	76667	Silver
Charlie Kipping	WRCS	85613	Silver
Jamie Aquilina	Cootamundra MAC	69241	Gold
Jonathan Fouche	LMMAC	75441	Silver
MAAA glider			
Name	Club	MAAA number	Class
Simon Bishop	MDMAS	24307	Gold
MAAA helicopter			
Name	Club	MAAA number	Class
MAAA multirotor			
Name	Club	MAAA number	Class

Motion: That the nominations for Gold Wings be ratified.

Moved: NSW Scale **Seconded:** CVRCMAS **Carried**

ANSW Strategic Plan – Standing items. Updates if any required

1. Cootamundra

KPI: a 10% increase in events being held at the State Field

On target.

2. Field Purchase

KPI: to have a field selection made and a business case submitted to the MAAA for consideration by the end of this membership year.

On target. Now seeking ANSW member input.

3. Operational Roles

KPI: 1 person nominated and managing the risk assessments for all CASA applications/ approvals

Nothing to report. Still with ANSW President currently.

4. Club Support and Administration:

Flight Training

KPI: ANSW has incorporated the new MAAA flight training system into training for Instructors by June 2018.

On target.

Governance training

KPI: Notes will be incorporated into the rewrite of the ANSW Constitution.

Diared for next rewrite and circulation

Business Cases

KPI: ANSW will publish sample business cases on the website to assist club well before the closing date for MAAA grants in March/ April next year.

Completed.

Risk Management

KPI: Simple examples and details will be available on the ANSW website to assist Clubs, by December 2017

Completed. For final review and upload onto ANSW website. Greg Hoy is now rolling-out training sessions for club delegates at several locations.

Member Registration

KPI: Membership cards will be completed with 14 days of receipt by ANSW. (this is dependent upon timely turnaround from MAAA)

Confirmed. KPI is being achieved.

Establishing a New Club

KPI: Instructional video will be available on the ANSW website by December 2017.

Some work completed. Deferred for further action after attendance at MAAA conference in May 2018.

5. Constitution

KPI: draft constitution completed by December 2017 for circulation and review by members for adoption at the next AGM in 2018

Update required.

6. Membership

KPI: membership on ANSW at 2200 by the end of the 2017/18 year, number of Executive visits to local club around the state. Support to develop local area engagement including helping draft or prepare flyers, articles or social media messages.

Membership number is 2269 at 13/4/18. Other activity also on target.

7. Marketing Plan

Aeromodellers 2017-18 Marketing / Comms / Engagement Plan

The theme for the year is Engagement, Visibility & Safety

We have to **engage** new members, club executives, club members, CASA, the MAAA, Government, the Media, local Community Groups and Event organisers. As we are a team of 8 we have to be strategic about how we focus our efforts.

Next is **visibility**. We need to be seen more so I will be looking for every opportunity to have the brand out there.

Safety has to be on the agenda as this is becoming the most critical element where we have and continue to protect our sport.

Our Approach

Engagement

Clubs that are beginner friendly and clubs that want to be left alone

KPI email each club and identify their desire to be identified as a Friendly Club for beginners.

Completed.

Mailchimp / Email Template / Powerpoint / Word document template

KPIs delivery of these templates by end August 2017

Template developed. Update next meeting.

Bunnings

We will explore the desire by clubs to further their engagement with community through the Bunnings stores

Completed. Will continue to engage with Bunnings events where clubs are willing.

Annual Fly-in

We want to have a Fly-in that is open to all comers. We are looking at possibilities and will be planning for this event to take place in 2018.

This will be the long weekend 26/1/18 to 28/1/18 at Cootamundra. The Australia Day fly-in and country NSW meeting.

Social Media

We will continue to support the engagement through Facebook. We will also ANSW YouTube Channel so that the videos have a home under the Aeromodellers Banner.

KPI by the end of September 2017.

YouTube channel now available. Please contact Aranka Nolan if you have suitable material to be uploaded.

Visibility:

The New Executive:

KPI: kit out the executive and update website by September 2017 to enable them to be visible.

Completed.

Website:

Building an audience of people who want to receive an update of events and short news clips or people who have questions for us. Create a pop up for the website to collect email address of the traffic coming to the website.

KPI build a pop up by end of August 2017.

Pop-up completed.

Banners on loan:

Make available to clubs banners of different sizes to show the ANSW Logo. A form on the website to enable them to book and hire the banners shall need to be created and managed.

Completed.

Updating events

Provide clubs a template that will enable us to put up complete information on the website as to events for Modellers and where appropriate public.

KPIs end of September 2017 – form for the inclusion of events in the newsletter and on the website.

Completed.

Safety:

Video tutorials

Support with CASA Area Approval forms will be provided by instructional videos that work through the application forms and help people tackle them on their own before they make the call to the CASA Liaison Officer.

KPI by end of September 2017

Deferred to follow the development of risk management templates and training.

Safety and Engagement

Greg has the idea of putting together a safety presentation that we aim to present to local councils, their staff and community organisations, showing them how we promote safe flying, present ANSW and our approach to flying, new enthusiasts, different flight disciplines and open the door for further engagement should the need arise.

KPI: Create presentation by end of September 2017 and distributed for others to use with a script in their local area

This item deferred as it will, logically, follow the circulation of the risk management support package to clubs.

8. Current team and future ideal team. Key partners, affiliates and advocates.

The Current Executive are looking to develop the succession plan to continue building ANSW and include new members on the Committee representing some of the emerging areas of aeromodelling.

Under consideration.

9. Budget

ANSW will continue to operate within in operating budgets, looking to make a small profit each year to continue to build on our reserves in preparation for developing a new State/National flying field.

KPI: The audited accounts of the Association will continue reflect sound financial management already established.

On target.

Operational Plan – Standing items. Updates if any required

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

Will be covered in the current redraft process.

General and New Business:

1. **The next meeting at Dooley's Waterview Club will be Friday 8th June 2018. This meeting will be a general meeting and AGM**
2. Request for funding – AEFA Juniors Programme – Trevor Smith presented a comprehensive proposal to encourage juniors into electric flight and competition with joint funding from The Australian Electric Flight Association and ANSW, with each party committing funds of up to \$3123.20 initially. The proposal was accepted subject to agreement of targets and implementation of a progress update/review process with ANSW.

Moved: SMRC Seconded: WPMAC Carried

3. Grant request to MAAA by Lismore Club has been declined as it falls within 3 years of a previous successful grant application. Whilst there is no precedent for ANSW to provide club support of this nature, the circumstances of Lismore Club are unusual due to previous severe flooding and the meeting approved the ANSW exec to discuss further with Lismore club to see if a creative approach might be found
4. Nomination and proxy forms for AGM use to be sent to all club representatives.
5. ANSW fees for 2018/19 – a discussion took place and it was agreed to keep fees at current levels for 2018/19 on the understanding that members should anticipate an increase next year if ANSW is successful in securing an additional State Flying Field in the coming months

Motion: That the fees for ANSW membership for 2018/19 be set at 2017/18 level.

Moved: CVRCMAS Seconded: CMAC Carried

Motion: That the other items of general and new business, above, be recorded as discussed.

Moved: SMRC Seconded: WPMAC Carried

There being no further business before the meeting, the meeting was declared closed at 10:27 pm.

Appendix 1 – Risk Training at the ANSW State Field - Cootamundra

On Saturday the 27th February 2018, I ran the first Risk Assessment Training session. Whilst I have training records for 16 members, I noted there were a number of other observers watching on. I estimate there was approximately 25 to 30 people in total attending.

Initially, the session was planned to be held on the upstairs mezzanine level of the ANSW Cootamundra State Field club house. Unfortunately, torrential rain on the tin roof made hearing difficult so, we quickly relocated before starting the session to the main area just outside the “canteen”.

I used the projector for the session which, despite the open-air environment, was quite visible. The whiteboard we brought up to Coota was used as the main backdrop. Unfortunately, this restricted the size of the projected PowerPoint presentation to about 1.5m square. It was a little difficult to read some of the smaller font from the back rows.

The session started around 1215 pm and because of the thunderstorm that was passing through the area at the time, I had a relatively captive audience. I opened the session with a bit of a background about myself as the presenter and of my “day job” just so members understood how I came to aeromodelling. I think it also give a bit of credibility to what I was delivering.

With the rushed venue change from the mezzanine level, I did feel as though I was playing catch up for the first couple of slides. Given these were modellers and not all club committee members, I was conscious I would only hold their attention for a limited period. The noise of the rain did make it a little difficult to present to the group (voice projection) and at times hard to hear any questions asked. We should consider investing in a portable PA system to overcome this.

I did not present the slides exactly as I had envisaged and needed to ad-lib a little because of the outdoor environment and audience. I endeavoured to present the content in less technical terms and used examples from around the field.

Overall the session ran for just under one hour. I think it was just about right. Had the environment allowed, I would have liked to have spent a little more time going through some exercises just to embed the content with the participants. This would mean a total of 1.5 to 2 hours which was the original target timeframe. I could see that once the rain stopped, members wanted to get out and have a fly and I would have lost their attention totally.

There were a few questions around why the need to change, versus what happened 30 or 40 years ago; a few questions around CASA fines (strict liability and penalties) and some questions on the process and periodic review of risk assessments. Post-delivery of the session I had two fellows seek out more information to which I provided the document on “A basic understanding of Risk Assessment Principles and Terminology”. A number of others from special interest groups also asked a few more questions and sought out my contact details.

Peter Fowler from Canada enquired about the training material and I think there is an opportunity to work with the Canadians to expand aeromodelling knowledge about Risk Management overseas although at present, my focus is in having ANSW clubs and members upskilled and our own backyard sorted out first. I must admit it would be nice for ANSW to be known globally as a leader in this area for aeromodelling.

I think that had the session been delivered in a conference or meeting room, it would have been more “polished” with slightly more engagement and also easier to deliver. The opportunity to use tables and complete the exercises in full and then to discuss each participant’s responses would really embed members’ understanding of the process. I will consider two operating environments for the future. The first being

delivery at a field and the second for delivery in a meeting room. The two styles would not dramatically change the content, it would just allow for different styles of delivery.

I would like to focus a little more time on the various levels of consequence as I feel this is one of the main elements people will struggle with. The likelihood aspects I feel were easily understood.

All in all, I think it went over well and it would be good to get some feedback from the attendees on what they thought - even if the feedback is just in email form. I think it was a success and will result in a greater understanding of risk and in receiving better quality risk assessments, producing an overall safer operating environment. Having said that, I do need to acknowledge George Atkinson for the use of his portable generator. Without this, the projector would not have worked, and it would have been a much tougher session using presentation handouts.

I also think the giveaways helped tremendously in keeping people's attention and did afford some level of interest. At least, they will link their give-a-way with the risk session and the gift will be a small reminder of Safety, Regulations and Risk.

Regards Greg

Things to consider.

- Procurement of a small generator if we are to run field sessions
- Procurement of a small roll up white blind 2.5m x 1.5m as a screen that can be hung up
- Procurement of a portable PA system with clip on mic (presenter) and hand-held mic (audience).
- Future sessions.
- Consider running a session in Sydney (classroom) around the 24th February or 3rd March.
- Consider running a session in Port Macquarie district (classroom).

Attendees.

Peter Fowler HEMFC – Canada
Andy Lockett Cowra MAC
John White Cowra MAC
Joe Borg Cowra MAC
Jamie Aquilina Cootamundra
Michael Svarcas Cootamundra
Mark Ashby Cootamundra
John Rolfe Camden Valley
Bruce Sutton ROW – Penrith
Grahame Hutchinson HMAS/ROW
Steve Millar Cootamundra
David Pound WRCS
Grahame James Cootamundra
Andrew Dore Cootamundra
George Atkinson WRCS
Clive Weatherhead WRCS
Steve Norrie 303SQN MAC
Rob Masters WPMAC/HMAS/ROW
David Lewis WPMAC/HMAS/ROW
Tim Nolan HMAS/ROW

Aeromodellers NSW 2018 Calendar

(Compiled 3 May 2018)

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

May 2018

3-6	Leeton Model Jets - Brobenah Airfield	Leeton	Stephen Guest	0428 696 402
4-6	Twin Cities Model Aero Club 11th Annual Autumn Scale Rally	Albury	David Balfour	0407 953 903
5	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
6	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
19	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
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
20	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
20	2m Glider Millennium Cup Round 4	Salt Ash	Paul Gibson	0425 356 533
20	Gosford City Indoor Flying (12-4pm)	Niagara Park	Jaz Cooper	0411 053 339
27	Pylon Racing at Pittown	Pittown	Peter Kerney	0407 013 230

Jun 2018

2	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
8	Aeromodellers NSW AGM & General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
8-11	Large Scale Pylon Racing (NSW State Field)	Cootamundra	Paul Hewitson	0416 241 922
9-10	Formula 1 National Air Races (NSW State Field)	Cootamundra	Byron	0408 297 665
9-11	CCRCF Fun Fly & Swap Meet	Coffs Harbour	Martin Cochrane	0423 691 150
10	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
16	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
17	Gosford City Indoor Flying (12-4pm)	Niagara Park	Jaz Cooper	0411 053 339
23-24	Pylon Racing at Nowra	Nowra	Peter Kerney	0407 013 230
30-1/7	Frank Bryant Memorial Warbirds Weekend	Muswellbrook	Peter Wheeler-Smith	0417 012 611

Jul 2018

1	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
7	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
15	Gosford City Indoor Flying (12-4pm)	Niagara Park	Jaz Cooper	0411 053 339
21	Gosford City Float Planes	Kariong	Jaz Cooper	0411 053 339
22	Wings over the Regatta Centre	Penrith	Tim Nolan	0412 173 440
29	Pylon Racing at Pittown	Pittown	Peter Kerney	0407 013 230

Aug 2018

10	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
18-19	TARMAC Scale Rally	Tamworth	Bruce Cowling	bruco10@outlook.com

Sep 2018

16	F5J HSL	Maddens Plains	Fred Lodden	0418 443 804
22-23	2m Glider Millennium Cup Round 4	Gloucester	Paul Gibson	0425 356 533
29-30	Wagga Model Aero Club Inaugural Scale Rally	Wagga Wagga	Tony McAtamney	0417 294 748

Oct 2018

12	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
19-21	CCRCF Warbirds Rally	Coffs Harbour	Martin Cochrane	0423 691 150
21	2m Glider Millennium Cup Rd 5	Maddens Plains	Fred Lodden	0418 443 804

Nov 2018

TBA	Pylon Racing at Marulan	Marulan	Peter Kerney	0407 013 230 sthummocks@bigpond.com
10-11	Dawn Patrol –South Hummocks MAC (SA)			
11	Shoalhaven Shield & 2m Glider Millennium Cup Rd 6	Bomaderry	Ian Avery	02 4232 1093
14-18	Invitational Scale Classic Downunder 2018	Cootamundra	Cheryl Rolfe	cheza1954@iprimus.com.au
21	2m Glider Millennium Cup Rd 5	Maddens Plains	Fred Lodden	0418 443 804

Dec 2018

14	Aeromodellers NSW General Mtg Dooleys Waterview	Silverwater	Tim Nolan	0412 173 440
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Shane McMillan (SHMAC) following his Grumman Goose's (see Pg 31) successful maiden – a very happy camper

Club News & General Interest

In the "Phantom" mood

Joseph Frost (CCRCF)

The "F-4, Phantom" by Fly-Fly was one of my first 90mm EDF jet, acquired around the time that 2.4GHz took over from the good old 36MHz. The stock 6S powered ARF kit was a nice flier at only some 2500 grams AUW, but a totally different performer after later upgrades to 8S, 32+ volts. To keep the weight down, I decided to make the first one I built a catapult-bungee launcher rather than using the pretty flimsy stock, fixed landing gear.

After years of success using my own launch system with an old, very inefficient brushed motor electric ducted fan jet models and NiCd/NiMH batteries to power them, I have chosen this rather simple way to launch the F4. During my initial construction, before joining the two halves together, a 6mm carbon fibre tube was imbedded and epoxied along the bottom of the frame leaving some 10 cm exposed at the rear as a launch handle, covered with 240 grid sand paper for a firm hold. At the front bottom of the frame I have epoxied a long ply wood fin shaped as a small hook some half way between the nose tip and the CofG, also serving as a skid and giving extra strength to the frame. I can only assume that the old "F-4s" landing on the carriers also had some reinforcements joining the arrester hook!



Bungee hook and rear "handle" on the Hawk

Each wing tip was also protected with an additional small fin-skid near the servo mounts to eliminate the possibility of servo arm/linkage damage during

take-offs and landings. With this simple set up I use only a very short 2-3 metre length of rubber cord (surgical rubber tube) attached to 3 to 8 metres of nylon cord or similar. It was only matter of few launches to work out the stretch tension needed for an individual model launch. At various flying sites I often have to launch models cross or down wind, but with the instant flying speed it really doesn't make any difference besides needing to stretch the bungee little harder on a downwind take-off.

No need for some of the impractical launching ramp set ups that I have seen over the years, complete with the most amusing disastrous launches, resulting often in total write-offs.

For one person operation, all I do is secure the bungee pin into the ground, using lot longer pin when launching from the hard packed wet beach sand. I step out, and place my model at the required start up position, stretch the bungee cord to hook into the nose skid while securely



Fly-Fly BAE Hawk - Full blast fly past. The bungee launch handle is clearly visible at the rear

holding the model by the carbon fibre handle extension noted previously, advance the throttle to full power and let go the handle. "Off she goes" – I usually don't even need to use of elevator input as the ground effect does the job of smooth shallow rotation.

To confirm the effectiveness of this system, my 90mm "BAE Hawk" (also by Fly-Fly) is now approaching 700 flights using this same technique, with not a single failure in close to 10 years of action. This quite large and lively model (at approx.3Kg take-off weight, runs on 6S at some 1400-1500 Watts and needs only 4Kgs of tension of my bungee cord for 'rocket like' take offs, a lot safer than hand launches. One of the smaller 64 mm EDFs that I currently bungee launch at only 850 grams AUW needs some 2.5Kgs of tension for a safe catapult just as an example.



The bungee launch process in action – full blast and let go



And just after release

Back to the "F-4", and after dozens of flights using the recommended 6S power system at some 2.5Kgs AUW I felt the need for a bit of challenge,

deciding to hot it up to a higher 8S voltage with a twin battery pack hooked in series (2x 4S/4000mA). I have installed slightly modified stock landing gear to handle the extra weight of a 3-3.25Kg model. With the new more powerful motor there was a dramatic difference in performance from the original 1.5Kw, now increased to over 3Kw. Unfortunately, it didn't take long when, during one of my flights the model went in under full power while at the furthest distance possible from me. Thanks to some tree branches and a few shrubs the damage wasn't too bad so after some cosmetic repairs, although still unsure what had happened, the same thing reoccurred a few flights later. The bells started to ring and I figured "there is some serious radio interference here".

After few phone calls and discussions with some pilots also changing from the old technology to these new higher voltage EDF set ups I learned that it is a 'No-No' to use 36MHz with such high voltage/current draws of 120 Amps and over. So it was around this time back in 2010 when in our Club it was still bit of a novelty that I purchased a 2.4GHz module and a few matching 9ch receivers in order to upgrade my transmitter.

Next time with a brand new model I was more thorough about my range checks and as far as my old memory recalls I walked away for such a long distance that the model was hardly visible – I just managed to see the hand signals that I'd arranged with my helper to communicate by. All good after positive tests. A simple fix and the model is still serving well after all these years to date. Interestingly, there are still many models in my fleet including single and twin powered 90 mm EDF jets that I run on 36MHz SPCM receivers with no issue but I never exceed voltages above 6S LiPo.

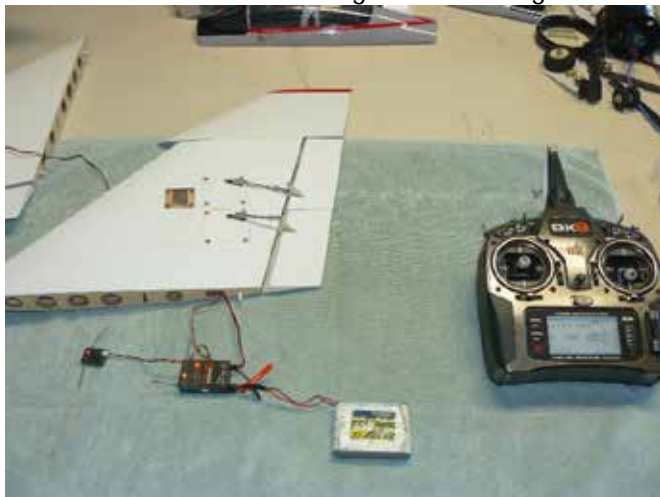
The good news was that my good old "Phantom" got a new companion in the form of a slightly smaller version from E-flite after receiving an offer I could not refuse. A real bargain being a brand new, partly assembled model even fitted with decent metal gear servos. Again, a sort of ARF version with 6S powered 80mm fan/motor combo unit, and 80A, BEC fitted speedo. Fixed landing gear which can be easily replaced with electric retracts

was also part of the kit. At first looks, a very impressive and shiny looking model but after getting closer to it, built like a "brick"! The factory must have had an excess of fibre glass and resin to get rid of, not to mention the unnecessary plywood adding extra weight. I believe the small frame itself could be easily half a kilogram lighter if the above material was used more sparingly. It reminds me very much of another model, by the same firm, a "Habu 32" that I have been flying for the last four years after some wing tip modifications, also very heavily built but with a more efficient single outlet duct than the twin nozzled Phantom. Nevertheless, a good steal for the fraction of replacement costs so I'll try my best to make most of it.

The F4 comes with a very thorough detailed instruction manual allowing for an average builder

everything back apart and the first thing upgraded was the servo fitment to all control surfaces.

I would never rely on the servo attachments to the stock tiny wooden blocks bonded to the base plates, so each servo was also bonded securely to the plate with the use of a strong, flexible industrial adhesive for my peace of mind and long reliable operation. From my early experiences I have found this is a disaster in waiting if not upgraded as these small wooden blocks split easily over time after constant twisting and torque action of the servos. There are seven servos, two on separate aileron channels, one larger servo for the elevator, two via a "Y" lead for flaps, one for rudder and mixed to it is the Nose gear steering servo. After few test flights and fully satisfied with the model I will install the retractable gear but to start with I'll use the stock fixed gear.



Aileron and flap hookup



80mm impeller modification



Bonding the servos to the hatches – I don't trust those wooden blocks to put it together. There is also a separate manual for the 80 mm fan/motor assembly and performance data. To start with, I pulled



Conical spinner replacement with washer and nut

Next step was the heart of the model, the power plant! The rather long power and motor leads were cut down to minimal length for a neat installation

and better performance and larger 5.5mm gold bullet connectors soldered on to fit my batteries. There were no instruction for the ESC with inbuilt BEC but I hooked it all up to give it a little test run which resulted in excessive vibration of the fan. Also, the throttle movement of my radio did not calibrate well with the ESC, needing the full trim up, before there was any response. After removing the unit to do some dynamic balancing I noticed that the 5 bladed rotor very easily slid off of the motor shaft adapter. Within my variety of fans I have found the rotors a much tighter fit over the shafts making them much easier to balance.

I also found that the conical spinner which serves as a nut to secure the rotor was holding by only a few threads of the adapter, limiting further tightening due to diagonal hole through it. Deciding to use a nut and washer instead, I made some slight modifications to the rotor by machining off some 3 mm in the front centre to give me a few extra threads to tighten up on.

Marking precisely the position of the rotor / adapter, further test still resulted in excessive vibes. This time I removed the adapter and also the motor from the shroud to try and determine the root of the problem.



Motor packed up for perfect fit inside the shroud casing

The long can motor had to be packed up at the rear with a few layers of alloy tape as there was a gap preventing a perfect tight fit in the motor casing. The adapter was moved 3 mm closer to the motor by shortening the motor shaft the same length to minimize vibration.

After putting it all back the vibration had improved but was still not good enough and created a very noisy run. It took me at least five further ins and outs of the power unit and re-positioning the rotor on the shaft to finally get the fan it operating smoothly to my satisfaction - a lot of messing around but worth it at the end.

This time I was comfortable to run the system up on full power for longer periods while hooking up the E-meter to take note of the voltage drop, current draw and wattage. These tests were repeated numerous times while using various brands, capacity and C-rated batteries and compared these with the tests on the larger 130



130 Amp OPTO/ESC replacement

Amp, OPTO speed controller. With this, the throttle response and the data improved dramatically so the original unit was replaced and I'll use an additional 5 cell NiMh battery to operate the control functions for redundancy. During these tests I also recorded the static thrust which normally gives me a good idea about the model's



With new winglets fitted next to larger 8S powered "F-4" by Fly-Fly



Static thrust and current/wattage tests using various batteries

performance in advance. The static thrust figures were rather low for my liking, due to the twin outlet ducts and even after making up couple of different diameter exhaust nozzles as an experiment I wasn't much impressed. At 1.55Kgs of pull, the 3+Kg AUV model of this size did not sound



Static tests with custom made nozzle outlets

very convincing. At a 60-70 Amp current draw on full power there is a limit on the minimum size of battery capacity to carry and no other way to reduce the overall weight.

So it was back to my old trick, wing load reduction by adding extra winglets to the wing tips. After laminating some sheets of balsa I shaped up nice winglets and after a paint job these were epoxied to the tips with a slight dihedral, certainly improving the look of the model, at least in my eyes. There will always be, some scale "kritiks", but in this hobby there is always one priority as far as I'm concerned, "endurance, performance and reliability" (or is that three priorities)? The main wings I normally epoxy permanently to the frame

with small models such as this but in this case there is a very good wing attachment method by epoxying a CF flat spar into the wing cavity which is secured by a couple of 4 mm bolts inside the fuse, though bit tricky to access and a special spanner tool might come handy to do it. Elevator and the rudder hook up was simple, just by adjustment of the push rods, but I put bit of a question mark on pre-assembled elevator control arm which was factory built. Not the most convincing, but it will be one function I will operate with an extremely fine touch when flying this model. Other than that, I have done lot of soldering to eliminate any plug-in servo connectors while keeping the lead length to minimal. A nine channel receiver with satellite was placed well clear of the ESC, motor and main power leads at the rear fuselage section and all worked flawlessly after a proper range check was done.

Besides these few improvements there wasn't much to do in assembling this model and then the regular double check of all functions and, most critically the centre of gravity position. I might



Duct cover secured with some ply and self-tapper screws.

mention one of the things I always pay extra attention to is the power unit duct cover is normally just taped over, but I always redesign it so that it is well secured with numerous self-tappers and sealed off with fibre glass reinforced tape to eliminate any loss of air pressure in the exhaust duct. I have also removed the streamlined motor covering inside the duct which I find only limits fresh airflow over the motor and efficient cooling. The three motor wires exiting I normally cover over with the heat shrink and lead them out of the rear duct in the shortest, most un-obstructive way. *Stay tuned for further reports from Joseph Frost.*

1:12 Scale Grumman Goose

Shane McMillan (SHMAC)

I have always had a fascination with the Grumman Goose, ever since receiving a 1/72 scale Airfix kit as a Christmas present when I was about 8 years old. Hard to believe that was 40 years ago!

As a kid I developed a love of free flight models, building many rubber powered models and becoming quite adept at stick and tissue construction. I have fond memories still of that time. Now, after having been through the Large RC model stage I find myself being drawn increasingly back to this lightweight style of construction, using quiet and vibration free electric power.

This model was built in the latter part of 2017, with an aim to get it flying before the end of the Wings over the Regatta Centre flying season, achieving this goal with a maiden flight at the last Penrith Regatta Centre flying day of 2017. The build took 40 days, and I made it, just!

The model is designed by Paul Kohlmann, of Infield Engineering, (USA). Plans for the model were purchased from the AMA Model Aviation magazine in the USA and a Laser cut short kit was purchased from Manzano Laser Works, also from the USA. The short kit includes all the shaped parts (fuse formers, wing ribs etc.) and the vacuum formed plastic cowls and dummy engines. The builder supplies all the sheet and strip wood. It is a very traditional free flight style stick and tissue structure, consisting mostly of balsa with some ply parts where needed for extra strength. The airframe is covered in Polyspan (a polyester tissue), and dope. (about 6 coats), and painted with acrylic lacquer. Markings are water slide decals which I made and printed myself using the home PC.

The power system consists of two (of course!) Turnigy 2836 950kv outrunners, powered from a single 3s 2200mAh LiPo battery, turning 8 inch Variprops (pitch adjustable) set to 4 inches pitch. Flying weight is 39.5 ounces or 1.2 kilos. Wing loading is 14 ounces per square foot and it flies very nicely indeed.

A full build log was run on the construction of the model on RC Groups and there is a link to this below, along with other links related to the construction of the model.

Shane McMillan,
Mittagong NSW.

<http://www.modelaviation.com/goose>

<http://www.infieldengineering.com/home.html>

<http://www.manzanolaser.com/>

http://www.ramoser.de/home_e/varioprop_e/varioprop_e.html

<https://www.rcgroups.com/forums/showthread.php?2980267-Paul-Kohlmann-Grumman-Goose>

<https://www.youtube.com/watch?v=f1L8FaZJbWA>



Getting some stringers laid in



We have a fuselage. Red sauce bottle has Titebond glue in it



*Here's Michael, my 14 year old son cutting and fitting rudder ribs.
Teach 'em young!*



The smile says it all! Happy days!



Tissue covered hatch in place. Magnets work very well!



Starting to look like a "Goose"



Almost looks too good to cover



Close up of left float



Now it does look like a goose!!



Sheet of Polyspan laid over wing



Attached around wing tip.



Each side covered in one piece to centre stinger top and bottom



Nacelle glued in place



Edge trimmed and sealed, deliberately leaving an overlap. Can you see where I slipped with the scalpel and had to patch it? :-)



Time for paint!!



Just hangin' out. Yes, I did mask off the window



More tape and brown paper. Shadows getting longer



And lots of brown paper. Cling wrap around the motors



Mudgee Airport – Some History

Alistair Heathcote (CVRCMAS)

A few years ago I was spending a few days in Mudgee during a holiday tour of the region after the Mulga Bill Bicycle Festival at Yeoval (some of the Scale Aircraft Society were putting on a demo of models and flying). I happened to spot the airport sign and turned in to explore. The terminal entrance is very small but set up as a tribute to Tim Loneragan, an aviation pioneer, who was born and lived in Mudgee. A display presented some of his outstanding achievements which I have summarized below. Before visiting this I had never heard of Tim.

6. In 1947 he was awarded the Airforce Cross in recognition of his services, particularly for his leadership in training for bad weather flying.
7. 1947 saw he and his wife attempt to fly their own plane to the UK but only got as far as Rangoon before he sold his aircraft and returned.



NAME **LONERAGAN, Edward Heaton**
 Award **A.F.C.** Reg.No. **252358** Rank **S/LDR** Service **R.A.A.F.**
 Recommended by Governor-General on **25/8/46.**
 Promulgated in London Gazette on **1/1/47.** } G. H. File R.A.A.F. O/A 42.
 Promulgated in Commonwealth of Australia Gazette on **3/1/47.**
 Citation (G. H. File **RAAF O/A 42**) **Exceptional courage & devotion to duty in the air.**
 Insignia received from London G. H. File
 Insignia presented by **The Governor of New South Wales,**
 At **Government House, Sydney,** On **6/12/49.** G. H. File **SYDNEY/27.**
 Address of recipient on presentation date **MUDGEE.**
 Remarks **NEW SOUTH WALES.**
 Other Awards

AUSTRALIAN WAR MEMORIAL RCDIG1068971

In 1970, in America he sat for and obtained an Unrestricted IFR US License and this was followed by Single Pilot –Class1 Instrument Flying License in 1973. He held these licenses until the age of 80 and continued flying his own planes on a Pilot License until the age of 86!

1. He was born in Mudgee in 1904 and, aged 23, began flying lessons at Mascot. He was the 147th pilot to be awarded a license for a "Flying Machine" and in 1930 was awarded his Commercial license.
2. In 1929 he landed his first plane, a Gypsy Moth, on the Mudgee racecourse which is now the site of the present airport.
3. In 1940 he enlisted in the RAAF as an instructor and by 1943 was in command of RAAF Flying Training Eastern Command.
4. 1944 saw him posted to the Empire Flying School in England for highly qualified pilots. He earned a Distinguished Pass and also won the "Clarkson Trophy" for outstanding aerobatic performance.
5. Posted to Point Cook, Melbourne, in 1945 he started Australia's first Instrument Flying Training school.



On 18th April 1998, Tom considered it a privilege to open the new airport facilities at Mudgee – aged 94 – even more amazing!



I have included some photos to illustrate his life. Many are photos of photos so please excuse the quality. It is not a busy airport but if you are passing call in and read about its full history – beats shopping!

Enjoy
Alistair Heathcote



Upcoming Events

Gosford City Aeromodellers Club 2018 Regular Events - All Welcome Electric Float Planes



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

7 to 11am, \$5 to fly.

Saturday May 5th
Saturday May 19th
Saturday June 2nd
Saturday June 16th
Saturday July 7th
Saturday July 21st

Indoor Flying

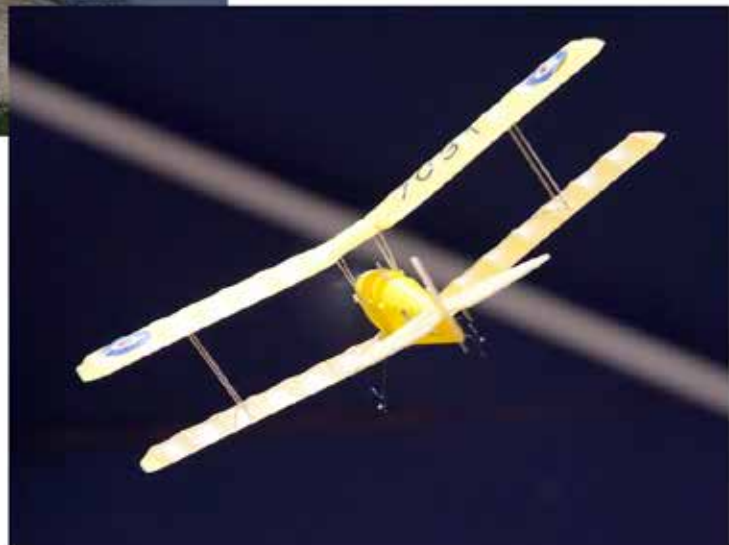
Niagara Park Stadium,
Narara Valley Drive, Niagara Park

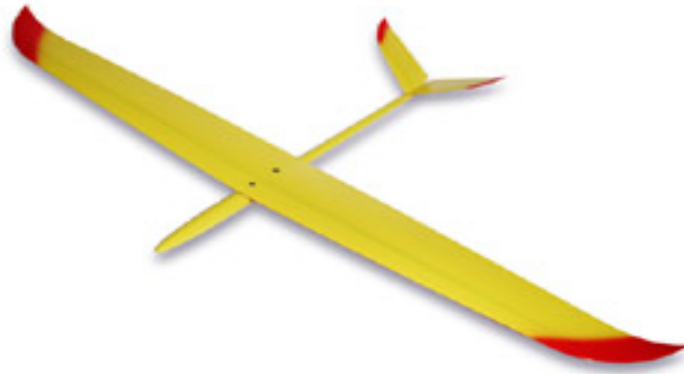
\$15 for an afternoon of indoor fun
in two combined basketball courts

Sunday May 20th 12-4pm
Sunday June 17th 12-4pm
Sunday July 15th 12-4pm

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 2018

April 8	Round 3 Lake George
May 20	Round 4 Salt Ash
September 22 & 23	Round 4 Gloucester
October 21	Round 5 Maddens Plains
November 11	Round 6 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

LEETON MODEL JETS

2018

3rd, 4th, 5th & 6th of May, 2018

Venue – Brobenah Airfield , LEETON

Event –All welcome to our 4 day RC jet flying event with jet Turbines fixed wing, helicopters , EDFs and nitros (if you still have one and are game enough to commit aviation). So, dust off your models and don't miss an unforgettable event of Jet Flying, display flights and our awesome night flying on the Saturday night after dinner at the Airfield.

Modellers, jet jockeys, RC enthusiasts, join us on our annual Leeton Jet event, for the most memorable fun you'll have all year!!!

Contact

Stephen Guest mob. 0428 696402, wk. 02 69534352

email – stephenguest@bigpond.com

Peter Papas mob 0411 882255 email- peter@paps.com.au



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



COMSOA SCALE FUN FLY 19th.and 20th. MAY 2018

AT COMSOA'S FLYING FIELD AT EAST MAITLAND OFF RAYMOND TERRACE ROAD.

Saturday the 19th-- Gate will be open about 0700 Flying can commence after 0830 . Fly as much as you wish. Registration starting after 0900

Sunday the 20th. Gate open about 0700, flying after 0830 and will be slightly different this year by separating Biplanes and Monoplanes in the over 7KG categories. Judging will be by entrants on Sunday

CATEGORIES-- MILITARY UNDER AND OVER 7 KG. ----CIVILIAN UNDER AND OVER 7kg .- JET and SPORTS MODEL
Prizes 1st. 2nd.and 3rd. in all categories, plus Model of the Meeting.

If you are intending to participate please PRE ENTER if possible. There is no problem changing your model entry on the weekend if required.

Pre entry draw cut off date is Thursday the 17th. MAY 2017

Entry for the weekend is \$30. Entry fee includes lunch on Saturday and Sunday.

If pre entering pay on the weekend.

MAAA Membership cards and Heavy Model/Turbine Permits will need to be sighted.

Free tea and coffee. Cold drinks on sale all weekend.

VISIT OUR WEB SITE www.comsoa.com for up to date info for the event and about our club.

AN ENTRY FORM is on our web site, it is a very easy to use electronically submittable form. Also there is a blank form which can be printed and posted or transmitted by attaching to an email to scalefunfly@comsoa.com

If Mailing and for general inquiries :-

Jason Russ, 75 Clyde Circuit. Raymond Terrace 2324

Phone 0414505212



PYLON RACING

SUNDAY 27 MAY 2018

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 2018 DATES

, Nowra 23/24 June, Pitt Town 29 July, , Marulan TBA (Usually second half Nov)

Q500

F400

F3D

F3T

E500

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

NSW PYLON RACING
CLUB INC.

www.nswpylon.org

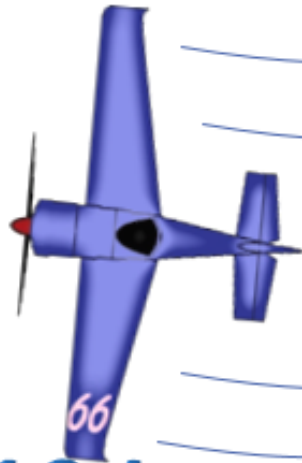
Peter Kearney
0407 013 230

pkerney@nswpylon.org

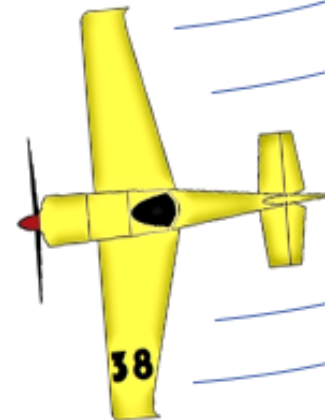
F1NAR

Presents:

NSW Round of Formula 1 National Air Races



**NSW State
Field
4876
Gundagai Rd
Cootamundra**



9-10 June
(PUBLIC HOLIDAY Monday 11th)
2018

Field open to practise Friday

Free flying with poles still up Monday for anyone that wanted to try the track out without the pressure of competition, or just a general fly for fun.

All classes from beginners to seasoned racers:

- | | <i>1st Prize</i> |
|---------------------------------|-----------------------------|
| • Red Bull (Entry Level) | \$100 |
| • F2 (Entry Level) | \$100 |
| • Texan | \$100 |
| • Reno | \$300 |
| • F1 | \$300 |
| • Golden Era | \$100 |

Supporters:



Aviation Hobbies

For more information check out www.F1NAR.com

Email: nitro2burn@bigpond.com

Phone: Byron 0408297665



COFFS COAST R/C FLYERS ^{IN}

2nd Annual FUN FLY-IN
& SWAP MEET.

Public Invited

Powered
Camping Sites.
Full Toilet Facilities.

Open Flying All Week-End
\$15 One Off Fee Per Pilot.

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

MAAA Members Only.

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

MOP CERT Will Be Sited.

Pilots Brief 8:30 Each Day. **Flying Starts From 9am Each Day**

ON 9-10-11 June 2018 AT Coffs Harbour

Muswellbrook District Model Aero Sports Inc.

Invites you to attend

FRANK BRYANT MEMORIAL WARBIRDS WEEKEND

30 June & 1 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

WAGGA MODEL AERO CLUB



LONG WEEKEND SEPTEMBER 29th-30th 2018

WE LOOK FORWARD TO SEEING YOU HERE

SCALE RALLY WEEKEND

SCALE AND STAND OFF SCALE MODELS WELCOME

ALL PILOTS

TO HAVE CURRENT MAAA MEMBERSHIP CARDS

A SINGLE \$25 ENTRY FEE

COVERS BOTH FLYING AND SWAP & SELL PARTICIPATION.

CAMPING

AVAILABLE AT THE FIELD. \$15 PER NIGHT. HOT SHOWERS AND TOILETS.
NON POWERED SITES ONLY.

CANTEEN

WILL OPERATE ON BOTH DAYS. HOT FOOD AND DRINKS.

SWAP & SELL

BRING YOUR OWN TABLE OR TENT OR SELL FROM YOUR CAR.

NOTICE BOARD AVAILABLE TO LIST ITEMS OR YOUR PROMOTIONAL POSTER

ENTRY FORMS AND PAYMENT DETAILS

AVAILABLE ON THE CLUB WEBSITE AT waggamac.org.au FROM MAY 30 2018.

CONTACTS

TONY McATAMNEY Ph. 0417294748 OR 02 69331388 maccat4@bigpond.com

BRIAN THOMSON Ph. 02 69223941 briandt_99@bigpond.com



*South Hummocks MAC
11 November 2018*

*At the Eleventh hour
On the Eleventh day
Of the Eleventh month
1918*

The Armistice was signed and World War 1 was over.



*At the Eleventh hour
On the Eleventh day
Of the Eleventh month
2018*

*The South Hummocks MAC in conjunction with the
Scale Aircraft Society of South Australia and Model Aerospots South
Australia will be commemorating the
100th Anniversary of this historic event by inviting all MAAA members to
participate in a*

Dawn Patrol

We are in the early planning stages at the moment but if you think you might be interested in attending, dates 10-11 November 2018, please email me at sthummocks@bigpond.com Below is a list of things that we are planning and as more is finalised, more will be posted.

A little more information on what we propose to be doing on the weekend 10-11 November 2018.

The aircraft eligible to fly at this event are any World War I aircraft. Any size. Any type. Any power plant and Any control method. That means, Radio Control, Control Line and Freeflight.

The field will be open from the morning of 08 November 2018 to set up caravans, tents and models. You might even want to get some flying done.

Saturday will be a day of general flying with a small 2 round Combat competition for .25 size or equivalent size electric WWI aircraft using streamers.

A BBQ lunch will be available at a small fee both Saturday and Sunday. We are hoping to have a catered dinner Saturday evening, cost to be advised, that will be run as a pseudo Military Dining-In Night. So if you are Military/Ex-Military, Para-military and you have a Mess Kit or Uniform, please wear it otherwise the dress for dinner will be smart casual.

Sunday will start with a very early breakfast then the Dawn Patrol flight and all WWI aircraft are eligible. Take-off time will be either at dawn or sunrise, depending on how dark it is. There will be a minutes silence observed at 11am and the Ode will be read. The rest of the day will be general flying with possible skirmishes as to the pilots whims. We also hope to have a bugle player sounding calls at appropriate times over the weekend.

We will have the use of the MASA PA system and over the course of the weekend there will be music and songs of the era played and we will have readings of soldiers letters home, personal diaries and snippets of Unit Histories over the PA. We ask that anyone attending who would like to participate in these readings do so, particularly if you have letters or diaries of family members that were involved in WWI.

There will be a couple of raffles run over the weekend as well.

We will be setting up a small theatre and showing WWI movies and dressing the place up with WWI memorabilia. Why not dress up in period dress or uniforms yourselves.

Our field has Ladies and Gents toilets, Unisex Hot shower, Kitchen facilities, BBQ, Mains water and Generator Electricity. We have plenty of shed space so you can store your assembled models overnight.

If camping is not your thing, there are motels and caravan parks at Balaklava and Port Wakefield. Both towns are close to the field. If you have a trailer you can store it at the field.

This event has the makings of being a fantastic weekend commemorating an historical day, not only for Australia but for the world, and if you want to stay a little longer then that won't be a problem.

Deadline for submissions to Newsletter #407 (May 2018) is Friday 18th May 2018.

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

dave.lewis@internode.on.net



RCM NEWS

RC FLYING DOWN UNDER
Issue 406 - January 2018 Price \$4.95

- Futaba 16 (Part 2)
- Futaba CYA 660 Gyro (Part 2)
- Grainger M2-24 Update

EXTREME ZONE

- ROC Hobby Viper EDF
- FMS Hawk EDF
- FMS FA 18 Super Hornet EDF

PLUS ALL OF OUR REGULAR COLUMNS

PUBLISHED 4 TIMES A YEAR - NOW AVAILABLE BY INDIVIDUAL ISSUE SUBSCRIPTION

RCM News Magazine print edition

As we follow the world-wide trend back to building, due to one sided distribution policy and reducing ad revenues this magazine is no longer available at Newsagents. Readers used to flicking through the pages before deciding to purchase can check out sample shots on our website or subscribe to a free email

newsletter. Our digital copy replicates the print edition and it downloads to your device. Anyone concern about subscribing after losing their money after Airborne magazine closed, a single issue subscription is available. It can auto renew if desired and you can cancel anytime.

Anyone with doubts about the buying over the internet, we still do credit card over the phone. Hasn't been a problem since 1991. Still have a PO Box and fax machine too! Details on my website.


Stephen Green
 Publisher/Editor
www.rcmnews.com