Mike O’Reilly at NMAS recently with his Golden Era aircraft.
Classifieds

FOR SALE
VAMPIRE: Electric Ducted Fan
Hobby King Durafly 1100mm
c/w Electric retracts
Very impressive flyer & nice sound!
No crash damage
Just add Rx & 4S Lipo
Cost $200
SELL $125 O.N.O.

AIRBUS A320 TWIN EDF
1100mm w/span
Lots of scale detail
Electric retracts with "gear sequencing doors"
No crash damage
Just add Rx & 4S Lipo
Cost $300
SELL $175 O.N.O

FREEWING P51 MUSTANG 1700mm W/span
IMPRESSIVE “RED TAIL” Series
SCALE OLEO RETRACTS (including tail wheel) SCALE
GEAR SEQUENCING DOORS SCALE 4 BLADE 17x10
flying prop & Spinner Special Mr RC SCALE SOUND
SYSTEM INSTALLED, including Twin Speakers For
realistic scale P51 engine sounds
+ 50 Calibre machine sounds
Excellent cond. No crash damage
Will include Receiver to simplify
Installation (all channels already plugged in) Cost approx
$900
$475 O.N.O.
Contact Wayne on 0408 805 308

HOLDFAST MODEL AERO CLUB

SOMETHING DIFFERENT
(BUT THE SAME)

When I was a youngster I built balsa gliders, rubber band powered models, and those wonderful plastic aeroplane models from Airfix, Frog, Revell etc, usually 1/72 scale. No doubt a number of you also spent time getting Tarzan’s Grip and polystyrene cement off your fingers and other non-intended places.

So what’s this got to do with radio control models you ask? Well, having finished my Fokker DVII, which is yet to have its maiden flight, my wife Marika said she liked the biplane format and suggested I make another as a display model. Fair enough. I contacted our friendly club member Bob McEwin and asked if he could cut me a short kit for a 65 cm wingspan static model. No problem… the short kit duly arrived and I began the build process (thanks again Bob). This is when I had reminiscences of my earlier model building days.

As the build progressed, I had thoughts of making it an electric powered flying model, but no, it was to be a static model. It was a straightforward affair, starting with wings first (spars & ribs), tail feathers and fuselage. The undercarriage was next, bend some wire, solder it together and fit a couple of wheels. Given that it was not intended to fly, there was no need for special attention to stress points and mounts for the varied equipment we normally fit in a model. Furthermore, it was intended to be stand-off scale, so there was no need to focus on intricacies such as flying wires, cockpit details etc. This approach certainly assisted in speeding up the build.

Time to cover the bits and pieces. Red was chosen as the main colour for the top and sides with white underneath. Decals were affixed (thanks to Christian Traders, they have a comprehensive range of aircraft markings), and then the assembly process started. Attaching the top wing was somewhat finicky but came out reasonable. The rest of the assembly was easy, just another model.

Finding an appropriate scale pilot entailed a web search. I couldn’t find a German WWI pilot in 1/9th scale, so settled for...
a 1/9th scale German WWII pilot. Anyway, the flying helmet and goggles look like they could have been from WWI.

I needed a suitable propeller. Could I carve one from balsa? Not keen on that. Looking in my parts bin I found a small 5.5" prop from one of my old pylon racers. This would do.

The model was finished, and I must admit it looks like a reasonable representation of a DVII. We'll find a suitable spot to display it in the house.

We are fortunate that there are so many modelling suppliers that cater for our needs. Building a model these days is made easier because of the availability of basic and specialist materials. Building this static DVII was a pleasant diversion from building a flying model. No need to worry about fitment of flight equipment, balancing for correct centre of gravity, control surface throws etc. Just put it together like a large Airfix model and enjoy the finished product.

Now, back to the workshop to start the next (flying) project.

The second World R/C Aerobatic Champs were held in Surrey, England, August 17th to 19th, 1972. Tom Brett (USA) with Orbit 10 (Superhet) was the eventual winner, after a fly-off with Harry Brooks from the UK. The 10 channels (5 controls) allowed elevator trim on the reed radio with another servo linked to the elevator servo, this made adjustment of elevator trim, caused with the reduction in weight from burning the fuel and the model tending to climb.

The British came 2nd, 3rd and 4th, Chris Olsen and Frank Van den Berg using the new Merco 49 twin ballrace R/C engine. Also using the Merco 49 was Don Brown from the USA, who was the only person flying with proportional control and placed 5th in the contest.

Don Brown’s radio was sold as the DEE BEE Quadruplex (see advert) and used US and German bits, such as the three Graupner Bellamatic 1 servos. The radio (like the reeds) was simultaneous and used 3 tone filters, 34Kc, 28Kc and 22Kc (or thousand cycles). The radio used a single control stick for elevator and aileron control (proportional) and one should note the spring centering on the elevator and aileron servos. The early servos worked on 2.4 volts so like the tone sets used two batteries (deacs), one 2.4 volts and the other 6 volts for the receiver.

For the three German servos the tone could be raised up to 200 cycles per second. At precise tone the servos were at centre. When the tone was raised the voltage to the servos increased up to 2.4 volts at maximum stick. The servos pulled against the spring until they stalled, moving further with the higher voltage. The throttle was part of the rudder servo and used a Bonner Duramite servo. The precise tone 22Kc was sent out as pulses that varied giving throttle control, this tone did not change the rudder servo.

I will not go into the development of digital (pulse) proportional in this article, another to follow in a future article. At the 3rd World R/C Aerobatic Champs in Belgium held August 21st to 26th, 1963, Ralph Brooke won the event using the new analog proportional by Orbit, Ralph (USA) was using the new Veco 45 R/C engine (designed by Clarence Lee) and used a fibreglass fuselage on his model.

The next R/C World Champs in Sweden 8th to 15th of August 1965, marked the change to digital proportional radios, such
The highlight was seeing Tom Prosser from NSW flying his low wing “Sultan” aerobatic model with Kraft KP7 proportional (yellow box) transmitter. The control was so precise and the “Sultan” was designed by Jerry Nelson, who started pylon racing in the USA. At these nats they had a pylon race using 4 aerobatic models, which again made me keen to now obtain a proportional radio.

In 1967, Graham Ward (Secretary Constellation) and Gordon Burford went to the US Nats and saw the top flyers; Kraft, Weirick and Spreng fly in the aerobatics event and Dave Platt from the UK had the top scale model. Graham Ward formed a friendship with Don Mathes who made Micro Avionics radio and the control sticks, servos, circuit boards were sent to Australia to build. Gordon Burford made prototypes of the new Taipan 61 R/C engine for the boys to test in SA.

The Sidewalk Sale was very well attended and lots of goodies changed hands with bargains to be had.

Of great interest was Ken Whenham and his trailer loads of stuff collected from deceased estates and retired club members, more magazines than a newsagent. The moral of this story, often repeated, is don’t save old magazines as nobody wants them and eventually somebody will have to dump them.

Ken had a lot of old kits from way back and interesting sold the lot so somebody still likes to build; from gliders to pattern ships there was a wide range.

Don Howie and Rod Spurrier cooked egg and bacon sandwiches and these went over well.

The Old Timer group had a competition on Sunday and the weather for a change was perfect, light winds, warm and a bit overcast. Several members are leaving to attend the SAM champs and are going on to the Nationals in Qld. Ray Bobridge had a really good day, winning 1/2A and Burford, see photos.

Last minute certifications have all been completed for advertising a new digital proportional single or twin stick at $490.

In 1965, articles on the Digitrio 3 proportional were featured and Doug Saxby in SA started with this digital proportional. In 1965/66 the modellers in Sydney who could afford the US $500 radios, began flying proportional, but most used Orbit reed sets (black case).

I first saw the new digital radios at the 20th Nationals at Strathalbyn SA, 28th December 1966 to 2nd January 1967. I still have the programme and I note Leo O’Reilly was the agent for the Merco 61 and 49 R/C engines. Only OS was the rapid advance in radio control at this time. Dr Ralph Brooke of the USA won again with his “Crusader” model and Orbit 7 prototype digital proportional. Even 2nd place winner Chris Teuwen from Belgium was using the new Bonner Digimite proportional radio. The new top engine was the Merco 61 R/C from England.

In 1963, a new magazine by Don Dewey was produced in Sierra Madre, California called Radio Control Modeller and this gave all the information on proportional development in the Los Angeles area.

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Lake Leake Float Fly
16th and 17th May 2015

Situated 40km NW of Mt Gambier near Glencoe West
GPS: 37° 36’ 42.63’S 140° 35’ 34.64’E

Open to all MAAA Members
Recovery craft on site

BBQ lunch provided both days

Great camping at the lake (camp fires allowed)
Toilet facilities available

For further information contact:
Martyn Black (club president) 0417 872 404
Gary Harris (club secretary) 0408 684 433
Golden Era and with the races now only 3 weeks away final arrangements are being completed.

We hope to see lots of MASA members out for a look at what is the premier event for this type contest in the country.

INDOOR IN MARCH
(With La Fenice)

Whilst I am not providing captions for this month’s pictures (most are self-explanatory) I will say that

I am leading off with a picky of Hamish Scott. These days he is fairly busy at work and his appearances at Indoor are getting to be quite rare. So it was with much pleasure and excitement that he, once again, entertained us with his brilliant heli flying.

Do you know, dear readers, age, and I am speaking of senior years, make it a little difficult to follow Hamish’s model movement as they are so rapid and precise. Thank you once again Hamish. It was pleasing to see that you also had time to speak to a couple of our recent flying visitors to ETSA.

The boys of “Crack Corner” being J.J., Michael Holmes, John Roxborough and Chappie were up to their usual tricks, demonstrating their enormous ability yet again, with the specialty on this evening having emphasis placed on climbing their models up the walls, passing through the rafters and doing tail stands, sometimes even three in a
“PROPELLERS ARE DANGEROUS”
Model Aerosport SA Inc. Newsletter March 2015 Edition

Michael exhibited, with other models, the latest in "hand-launch" models with a small but most likely quite strong model from Horizon. I think visitors to the Air Races at Constellation Field this month could quite likely see this model in action.

He also brought the latest in “Drones” the “Glimpse” from...
Blade. Altho it did not breathe life outside the box, it was easy to see the neat fusilage and the new camera plus X-mitter which all came together in the neat packaging.

The amount of personal enjoyment on “Big Jim’s” face is evident as, once again he exhibits his flying skills, particularly with Helicopter. Well done Jim.

I must ask Hamish what the insignia on his top represents. NRTHLXNE. “Not ready to have love and kisses - maybe next Easter.” OK I was just a try.

Maybe I shall tell you all next month.

This is all you are getting from me this month. If you want more flying, then I suggest to take the trip up to the Constellation Field for the Golden Era Air Races shortly. There is interest and excitement abound in two or three days spent up there.

In the meantime, we fly on the 16th April at ETSA Park from 7.30 so please do come and join us.....La Fenice.

Hi all, well what wonderful flying weather we have been enjoying this past month, hope you have had the time to get out and get one of your favourite planes into the air! The new club facebook page is getting more and more views and we now have 3 new prospective members ready to join. If you still haven’t had a look pop in and say hi! plenty of info and photos of our club activities. https://www.facebook.com/pages/South-Hummocks-Model-Aero-Club/469165396485839?ref=hl

Well our visit from the scale society had a great turn out and with the weather again being kind for us, the day was a huge success. A BBQ lunch was put on and many visitors came out for a few hours to see some scale flying machines. Pick of the crop for me was a beautifully presented RAF Se-5a

There is a video on our club FB page if you would like to see this fine plane take off and do a lap or two! A big Thanks to all that made the day a great success!

Next big day for our club is the “Model Engines Day” on the 24th May 2015. Now this is a great event held Bi-Annually at our club, with the guys from Model Engines in Victoria coming over with some of their planes and giving us some great flying demonstrations. This year I have heard they are bringing a plane with six engines! Also, there is a comp on the Sunday. You get a raffle ticket every time you put an R/C Model up in the air, as long as it is something they sell, or has something in or on it that they sell! Eg, It’s a
Seagull plane, any plane powered by an OS Engine, or you use Hitec servos, etc. So fly 20 times during the time frame and you have 20 tickets in the raffle to win one of the great prizes from Model Engines. Usually a very nice Engine and an Electric Motor. See flyer in this issue for more info!

Idyll Hours Hobbies from Kadina will be setting up shop at the club on the Sunday with some heavily discounted R/C Products. The last time he was here he was kept busy all day, the prices were that good! Efpos available

There will be a club raffle on the day too, with lots of great prizes, again generously donated by Idyll Hours Hobbies!

If you like the sound of this event and would like to make a weekend of it, the club will be open from Friday afternoon until the Sunday evening and you are welcome to come and camp any of the nights. South Hummocks MAC has great facilities with separate Ladies and Gents toilets and a shower room too. Sorry no power, so you need to supply your own!

The club BBQ will be available for use too if you need to cook something up. Can’t make the whole weekend then just come for the day, as the show will be well worth it!

Saturday dinner time a BBQ will be cooked by the club, very reasonable prices too.

Sunday the club will be selling bacon and egg sandwiches for Breakfast and Hotdogs and BBQ for lunch, again at very reasonable prices. Cans of drink will be available all weekend and Coffee and Tea is “FREE” all weekend

If you know you are coming, leaving a short message on our FB page would be appreciated to help with catering for the Breakfast, Lunch and Dinner

Hope to see a lot of old and new faces there this year, enjoying the great flying site we have out at the South Hummocks!

cheers ChuckT
Model Engines' Fun Fly SA
Sat 23rd - Sun 24th May 2015
At the South Hummocks Model Aero Club

Take Pt. Wakefield to Kulpara Road and turn right immediately after the chicken farm. Follow the signs (“Model Flying” and “SHMAC”)

$1000's of dollars worth of Lucky Dip Prizes!!

Entry is open to all *registered pilots who fly the following:

- Any plane powered by an OS Engine or OS Electric Motor
- Any plane controlled by a Hitec or Multiplex Radio
- Any Phoenix or Seagull ARF model powered by anything

Must have current insurance to fly! Heavy Model Permits required for all aircraft over 7kgs.

- Lucky Dip Prizes drawn at 3.00pm on Sun 24th May
- Excess prizes will be AUCTIONED with proceeds going to SHMAC
- Relaxed & fun day of flying at one of S.A.’s premier R/C flying fields
- Latest releases to be demonstrated by the Model Engines’ Display Team
- Hot food & drinks available all day
- Enter on the day from 9.00am

Entry Fee: $5 donation (for up to 3 aircraft). All proceeds go to South Hummocks Model Aero Club.

SHMAC HAS EXCELLENT FACILITIES FOR CARAVANS, TENTS ETC., FREE CAMPING AVAILABLE (SORRY NO 240v POWER).
Contact Rod South (President) Ph: 0428 858 752
email: r.south@internode.on.net

Proudly sponsored by:
Adrian Kuys at Idyll Hobbies Kadina and Model Engines (Aust.) Pty. Ltd.
Special thanks to: South Hummocks Model Aero Club

Idyll Hobbies
29 Graves St., Kadina

“PROPELLERS ARE DANGEROUS”
MODEL AEROSPORT SA INC. NEWSLETTER MARCH 2015 EDITION
SCALE AIRCRAFT SOCIETY OF SOUTH AUSTRALIA

WILL BE CONDUCTING A

DE HAVILLAND DAY

AT

CONSTELLATION MODEL AIRCRAFT CLUB

ON

SUNDAY OCTOBER 4th 2015

FROM 0930Hrs

ALL CIVIL, MILITARY & RACING AIRCRAFT WELCOME

AWARDS FOR

BEST CIVIL & MILITARY DE HAVILLAND MONO-PLANES

BEST CIVIL & MILITARY DE HAVILLAND BI-PLANES

2015 IS THE 90th ANNIVERSARY OF THE

FIRST DE HAVILLAND MOTH e.g.

CIRRUS & GYPSY MOTH

If you have a model of any of the above please bring them along and help make the event a success

FULL SIZE AIRCRAFT WILL BE IN ATTENDANCE
Annual
JET INVITATIONAL
Friday 29th to Sunday 31st May, 2015

AMA Model Airport,
Princes Highway, Monarto
(take the Monarto Zoo exit from the SE Freeway & follow the signs)

Featuring a host of Turbine & Ducted Fan Scale & Sport Jets from all around Australia

170m x 20m bitumen strip; grass run-offs & surrounds; first class amenities & facilities; secure overnight model storage; on-site catering; free pilots’ spit-roast Friday dinner at field; low pressure “fun” invitational event with trophies & prizes; assistance with accommodation & equipment arrangements

Further details:
Phone: (08) 8338 7800 / (0411) 159 737
Email: rick@rda.net.au
Website: www.ama.org.au

Check out the special “Night fly Bonanza” on the Friday evening
(bring your own LED equipped foamy or chopper & join in the fun)
2015 MASA Control Line State Championships Aerobatics Report

Thanks to Judges: F2B Expert; Jeff Fry and Peter Koch, F2B Advanced; Frank Battam & Russell Bond. Vintage Stunt; Peter Anglberger & Jeff Prosser Classic Stunt; Peter Anglberger Jeff Prosser

Thanks also to… CDs; Peter Angblerger and Russell Bond, Tabulation Steve Vallve and Ian Read, Pull Test and 'Pit Bosses'; Gary Schrader, John Barbara and Mal Dyer

F2B Expert

<table>
<thead>
<tr>
<th>R1</th>
<th>R2</th>
<th>R3</th>
<th>Score (Ave Best 2)</th>
<th>Model / Motor</th>
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</thead>
<tbody>
<tr>
<td>1. Joe Parisi 906.74 938.25 989.25 963.75 Blackjack / Electric</td>
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<tr>
<td>2. Murray Howell 894.5 917.25 969.5 943.63 Shark / Retro 60</td>
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<tr>
<td>3. Russell Bond 866.25 919.75 963.25 941.5 Bandalero / Electric</td>
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<tr>
<td>4. Frank Battam 751.25 725.5 775.5 763.8 Yak55 / Retro 76</td>
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<tr>
<td>5. Mark Ellins 693.75 707.7 808.75 763.38 Classic 2 / Retro 76</td>
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<tr>
<td>6. Peter Anglberger 697.75 754.25 743 748.63 Classic / Electric</td>
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<tr>
<td>7. Doug Grinham 659 722 744.75 733.38 Jazzer / Electric</td>
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This was the premier aerobatics event of the weekend with 3 interstate entrants vying with locals in the first round of the 2016 World. The top 3 flyers were in a league of their own compared to the rest of the field especially in Round 3 which was flown on the hard circle. Conditions for both F2B skill levels were good except Monday morning when light showers affected Advanced. Joe Parisi was a deserving winner of the Brian Horrocks Memorial F2B Cup. A miniature version was presented to him to avoid a considerable airline excess baggage bill as it is a most imposing trophy.

F2B Advanced

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<tr>
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<th>R2</th>
<th>R3</th>
<th>Score (Ave Best 2)</th>
<th>Model / Motor</th>
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</thead>
<tbody>
<tr>
<td>1 Jeff. Prosser 664 695 640.6 679.5 Legacy / Elect.</td>
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<tr>
<td>2 Alan. Roadknight 636.5 676.35 117.5 656.38 Firecracker / Elect</td>
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<tr>
<td>3 Jeff Fry 580.5 460 582.25 581.38 OD / Elect</td>
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<tr>
<td>4 Greg Roadknight 559.75 557.75 558 558.88 Prowler / LA46</td>
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<tr>
<td>5 John Barbara 241.5 319 446.25 382.63 Tutor II / LA46</td>
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Advanced F2B had its shares of highs and lows. One high was John Barbara flew his first ever complete F2B patterns in a competition. Before the event he had not ever attempted an hourglass. Thanks to some coaching and encouragement from other flyers John got through the patterns and improved as the event progressed, so well done John. One very low point was when Alan Roadknight just brushed the concrete during outside loops in Round 3 with his beautiful Brian Eather built electric Firecracker. This impressive, very light model was badly but not irreparably damaged. Hopefully it will take to the air again soon. Until the mishap Alan and Jeff Prosser were closely contesting first place.

Classic Stunt

<table>
<thead>
<tr>
<th>R1</th>
<th>R2</th>
<th>Static</th>
<th>Final (Best R1/ R2)</th>
<th>Model / Motor</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. P. Koch 1093.5 1217 1217 Larrakin Mk 3 / Enya 61</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. A. Roadnight 852 943 943 Smoothie / OS Max 35S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. J. Fry 867.5 850.5 867.5 Squaw / OS Max 35S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. G. Roadnight 640.5 817.5 817.5 Nobler / Enya 45</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Classic Stunt was flown after the lunch break on Saturday. Conditions were breezy but all entrants completed two rounds without mishap. Peter Koch top scored in both rounds by a large margin. His beautifully built and finished Brian Horrocks designed Larrkin Mark 3 was a pleasure to watch. All other entrants showed promise but could not match the Larrakin’s slow precise patterns.

Vintage Stunt

<table>
<thead>
<tr>
<th>R1</th>
<th>R2</th>
<th>Static</th>
<th>Final (St+Best R1/ R2)</th>
<th>Model / Motor</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. M. Dislers 269.5 291.5 123 414.5 Wombat / Oliver Mk4</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. G. Roadnight 288 DNF 75 363 Nobler / Enya 45</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. A. Roadnight 286 295 32 327 Smoothie / Max 35S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. J. Fry 157 DNF 63 200.5 Squaw / Max 35S</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. J. Barbara DNF DNF 68 68 FliteStreak OS LA 25</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Conditions for Vintage stunt on Sunday afternoon were challenging with a stiff breeze interspersed with frequent thermals. Maris Dislers coaxed his venerable Wombat through the pattern well, however the model struggled with the last part of the pattern. Greg Roadnight's Nobler handled the conditions well as did brother Alan’s Smoothie, who, had he documentation, would have placed higher. Jeff Fry unfortunately discovered how much his model, a Squaw, can wind up in loops in a stiff breeze. The resulting crash put him out of the running which was shame as both model and pilot had been performing well up to that point.

"PROPELLERS ARE DANGEROUS"
“PROPELLERS ARE DANGEROUS”

Model Aerosport SA Inc. Newsletter March 2015 Edition

- A Roadknight’s Firecracker (E)
- J Prosser’s Legacy (E)
- J Perisis’s Blackjack
- D Grinham’s Starcraft (E)
- M Howell’s Yatsenko Shark (Retro 60)
- F Battam’s Yatsenko Yak 55 (Retro 76)
- P Anglberger’s Yatsenko Classic (E)
- J Fry’s OD (E)

14
MASA State CL Championships

The contest was flown during Adelaide Cup weekend of March 7th-9th at the Monarto field, which is a short distance from Murray Bridge.

As this was the first of the qualifying events for F3 selection for the Australian team to compete at the Perth CA World Championships next year, entry numbers were at an increased level for F2C and F2B and Queensland was the only State not to have a representative present. Graham Christie and Paul Brown came from New Zealand and gained plenty of racing experience and might even have attained a New Zealand F2C race record during the weekend.

For various reasons not all events were flown consequently there are no results for Vintage and Half A Combat or Classic B and Vintage A team Race.

Speed and most of the racing events took place on the concrete circle at the lower side of the club field whilst the Aerobatics were flown on the smooth grass area at the top of the field that is normally used by the R/C flyers. One round of F2B was flown on the concrete circle.

Results.

**F2F**

<table>
<thead>
<tr>
<th>Place</th>
<th>Team</th>
<th>Heat 1</th>
<th>Heat 2</th>
<th>Final</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>Wilson/Watson</td>
<td>4:06.44</td>
<td>DNS</td>
<td>6.0</td>
</tr>
<tr>
<td>2nd</td>
<td>Leekes/Lekkys</td>
<td>4:19.93</td>
<td>DNS</td>
<td>6.3</td>
</tr>
<tr>
<td>3rd</td>
<td>Christie/Brown</td>
<td>5:02.45</td>
<td>DNS</td>
<td>7.8</td>
</tr>
<tr>
<td>4th</td>
<td>Morris/Dislers</td>
<td>4:38.17</td>
<td>DNS</td>
<td>7.2</td>
</tr>
<tr>
<td>5th</td>
<td>Hunting/Bailey</td>
<td>DNS</td>
<td>5:02.18</td>
<td></td>
</tr>
</tbody>
</table>

**F2C**

<table>
<thead>
<tr>
<th>Place</th>
<th>Team</th>
<th>Rd 1</th>
<th>Rd 2</th>
<th>Rd 3</th>
<th>Rd 4</th>
<th>Final</th>
</tr>
</thead>
<tbody>
<tr>
<td>4th</td>
<td>Pette/S Barney</td>
<td>DNS74</td>
<td>3:23.21</td>
<td>3:28.69</td>
<td>DNS49</td>
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<tr>
<td>6th</td>
<td>Leekes/Lekkys</td>
<td>3:42.85</td>
<td>3:51.74</td>
<td>4:02.03</td>
<td>3:39.23</td>
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<tr>
<td>7th</td>
<td>Hunting/Lacey</td>
<td>DNS6</td>
<td>4:41.26</td>
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<td>DNS39</td>
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**Classic F1A T/R**

<table>
<thead>
<tr>
<th>Place</th>
<th>Team</th>
<th>Rd 1</th>
<th>Rd 2</th>
<th>Rd 3</th>
<th>Rd 4</th>
<th>Final</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>Wilson/Poschens</td>
<td>8:05.96</td>
<td>DNS</td>
<td>6:37.97</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>Justic/Lacey</td>
<td>9:02.92</td>
<td>DNS</td>
<td>7:02.59</td>
<td></td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>Bailey/Hunting</td>
<td>9:30.07</td>
<td>DNS</td>
<td>7:14.93</td>
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</table>

**27 Diesel Goodyear**

<table>
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<tr>
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<th>Team</th>
<th>Rd 1</th>
<th>Rd 2</th>
<th>Rd 3</th>
<th>Rd 4</th>
<th>Final</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>Wilson/Justic</td>
<td>3:10.01</td>
<td>DNS</td>
<td>6:37.97</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>Morris/Dislers</td>
<td>3:14.54</td>
<td>DNS</td>
<td>7:02.59</td>
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<tr>
<td>3rd</td>
<td>Bailey/Hunting</td>
<td>3:14.61</td>
<td>DNS</td>
<td>7:14.93</td>
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</table>

**F2A**

<table>
<thead>
<tr>
<th>Place</th>
<th>Team</th>
<th>Rd 1</th>
<th>Rd 2</th>
<th>Rd 3</th>
<th>Rd 4</th>
<th>km/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>2nd</td>
<td>Richard Justic</td>
<td>13.705</td>
<td>13.183</td>
<td>DNS</td>
<td>DNS</td>
<td>273.14</td>
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**Grass Rat**

<table>
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<tr>
<th>Place</th>
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<th>Rd 1</th>
<th>Final</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>Wilson/Wilson</td>
<td>100.182</td>
<td></td>
</tr>
<tr>
<td>2nd</td>
<td>Bainbridge/Justic</td>
<td>100.165</td>
<td></td>
</tr>
<tr>
<td>3rd</td>
<td>Bailey/Poschens</td>
<td>96.47 laps</td>
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</table>

**Combined Speed**

<table>
<thead>
<tr>
<th>Place</th>
<th>Team</th>
<th>Class</th>
<th>km/h</th>
</tr>
</thead>
<tbody>
<tr>
<td>1st</td>
<td>Richard Justic</td>
<td>ACT</td>
<td>57.53</td>
</tr>
<tr>
<td>2nd</td>
<td>Maris Dislers</td>
<td>SA</td>
<td>56.44</td>
</tr>
<tr>
<td></td>
<td>Bailey</td>
<td>VIC</td>
<td>51.15</td>
</tr>
<tr>
<td></td>
<td>Ken Hunting</td>
<td>VIC</td>
<td>51.15</td>
</tr>
<tr>
<td></td>
<td>Dave Shackelford</td>
<td>VIC</td>
<td>51.15</td>
</tr>
</tbody>
</table>

F2C was a very good contest without any serious breakages in which all races were flown as three ups thanks to the willingness of teams to fill the third segment when required.

In the final race, Wilson/Poschens had good economy range and managed to cut out a pit stop. Their time of 6:37.97 will be a new Australian record using the 3mm venturi tube.

Murray Wilson progressively improved his F2A times.

Using an OS 15 FP and a constant whipping action in Grass Rat race, Murray and Graeme worked hard to compete against some better class engines of the other models. The prop driver on the Bailey/Poschens Nelson started to bind against the bearing in the final so that left Bainbridge/Justic to fly out the 10 minute race to gain second place.

Richard only flew one flight of his yellow mono-line beast but it was good enough to get close to the class record.

Thanks to Australian CL News editor Harry Bailey for permission to reproduce this article.
MINUTES OF THE MANAGEMENT COMMITTEE OF MASA INC

Held on 1st April 2015 at The Restless Dance Theatre – Adelaide.
Meeting opened by the President at 19.30 Hrs

PRESENT: President, Vice President, Treasurer, Secretary
         Adelaide Model Aero sport[AMA] Adelaide Aero Modellers [AAC],
         Constellation [CMFC], Helicopter [SARCH], Indoor Flyers
         [SAIF], Noarlunga [NMAS], Old timers [OT], Onkaparinga Radio
         Aero Modellers [ORAM], Pylon [SAMPRA], Scale Society [SASOSA],
         South Coast [SCMAS], Strathalbyn [SMAC]

APOLOGIES: Newsletter editor, HMAC & SHMAC representatives.
VISITORS: Nil
CORRECTIONS: Nil

MINUTES: It was moved SMAC seconded ORAM that the February minutes be
accepted. Motion carried

BUSINESS ARISING FROM PREVIOUS MINUTES

Instructors Course
The next course date will be set after receiving expressions of interest from clubs
Nominations should be forwarded to the MASA secretary.

Land Purchase Submission
Following the completion of the state field submission, the MAAA working party
appointed to oversee the process has been in contact with SCFG/ MASA for points
of clarification in the proposal.

Club Assistance Scheme. All S.A. club applications have been forwarded
through to MAAA for processing.

CORRESPONDENCE IN:

<table>
<thead>
<tr>
<th>Source</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>MMAC</td>
<td>Display Application</td>
</tr>
<tr>
<td>MAAA</td>
<td>MAAA January Executive minutes</td>
</tr>
<tr>
<td></td>
<td>68th Nationals update</td>
</tr>
<tr>
<td></td>
<td>Request for Council Conference Agenda items</td>
</tr>
<tr>
<td></td>
<td>MAAA request for SSL Loan information</td>
</tr>
<tr>
<td>AMA</td>
<td>Nomination for MAAA Instructors Course</td>
</tr>
<tr>
<td>SPORT SA</td>
<td>Newsletter</td>
</tr>
<tr>
<td>Treasurer</td>
<td>Financial Report</td>
</tr>
<tr>
<td>R. Johnson</td>
<td>FW25 Inspector Renewal</td>
</tr>
<tr>
<td>R. Wilson</td>
<td>FW25 Application</td>
</tr>
<tr>
<td>I. Avery</td>
<td>Update 33rd SAM Champs</td>
</tr>
</tbody>
</table>
BUSINESS ARISING FROM CORRESPONDENCE

- The secretary advised the meeting that the MMAC Aero approval has been issued by CASA and forwarded onto the Moonta club.

- In line with normal process, the application and renewal received for FW25 inspectors will be reviewed by the Vice president and the participants contacted in regard to knowledge of the MAAA rules for model inspections prior to MASA endorsement and subsequent MAAA approval.

CORRESPONDENCE OUT:

MAAA - NMAS application MAAA Club Assistance Scheme
MAAA - ORAM application MAAA Club Assistance Scheme
MAAA - SSL application MAAA Club Assistance Scheme
MAAA - Skyhawks application MAAA Club Assistance Scheme
MAAA - Border Model Flyers MAAA Club Assistance Scheme
MAAA - MASA Agenda items for Council Conference
MAAA - Notification of MASA delegates for Council Conference
SSL - MAAA request for SSL loan information

PERMITS TO FLY

N. Page  Katana  7.64 Kg  TGY 52 Engine  Inspected by C. Brealey.

Please Note: When an MAAA Inspector issues an MOP Form 038 Permit to Fly following a successful certification, there is now no requirement to send the bottom section of the form to a State Secretary for filing. The owner/operator of the model certified will retain the complete form as proof of certification. The bottom section of the form need not be completed as a duplicate. MOP Form 038 Permit to Fly, will be amended along with MOP015 and any other relevant MOPs.

FINANCIAL REPORT: March 15 2015

<table>
<thead>
<tr>
<th>Income</th>
<th>Expense</th>
</tr>
</thead>
<tbody>
<tr>
<td>Member Fees (MASA) 264.00</td>
<td>Administration 161.98</td>
</tr>
<tr>
<td>Newsletter Advertising 80.00</td>
<td>MAAA Conference Expenses 385.00</td>
</tr>
<tr>
<td>Total Income 344.00</td>
<td>Total Expense 647.78</td>
</tr>
<tr>
<td></td>
<td>Net Ordinary Income -303.78</td>
</tr>
<tr>
<td>Other income/expenses</td>
<td></td>
</tr>
<tr>
<td>Interest Received Investments</td>
<td>149.17</td>
</tr>
<tr>
<td>Total Other Income 149.17</td>
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</tr>
<tr>
<td>Net Other Income 149.17</td>
<td></td>
</tr>
<tr>
<td>Net Income -154.61</td>
<td></td>
</tr>
</tbody>
</table>

It was moved SAIF seconded NMAS that the “Financial Report” be received CARRIED

“PROPELLERS ARE DANGEROUS”

MODEL AEROSPORT SA INC. NEWSLETTER march 2015 EDITION
BILLS FOR PAYMENT. It was moved SMAC, seconded AMA that outstanding cheques be approved for payment......Carried

MEMBERSHIP.  

    Clubs Affiliated with MASA  27
    SENIOR 883         JUNIOR 43       TOTAL 926 Members

CATEGORY REPORTS.

Control line:  No report lodged at the time of print

GENERAL BUSINESS

MASA PA system.  The secretary advised that there is still a delay in receiving replacement compliant wireless microphones and receiver modules for the MASA PA system. Advice from the supplier indicated the device can still be operated until replacement modules can be provided.

The President advised that the issue of CASA Area Approvals are valid for 5 years and remain valid on current membership of the MAAA. If a club should elect to move away from MAAA membership then the area approval becomes invalid.

The SMAC delegate indicated there could be a potential issue with the MAAA database. Information within certain areas of the database proved conflicting. The Treasurer researched the problem highlighted and it was confirmed that there was an issue. The treasurer is to follow up on the issue with the MAAA database developer for a resolve.

Golden Era Event. Entries have continued to flow in with over 52 entries to date covering all categories of racing and supported by most states. Helpers from CMFC, NMAS, Holdfast, and SHMAC are some of the clubs that will be assisting to run the event

The president reminded the meeting that the Model Engine Fun Fly SA was being held at SHMAC in May and encouraged City clubs to support the event at the South Hummocks Airfield.

The Vice President raised the issue of calibration of noise meters at MASA affiliated clubs. It was noted that a sound level meters should be calibrated annually to maintain accuracy. A short discussion took place resulting in a motion being moved by SAIF seconded by NMAS that, “MASA purchase a sound level meter calibration device at an approximate cost of $300”. Motion Carried.

Meeting Closed 20:15 Hrs
Next Meeting Wednesday 6th May 2015, 7.30PM
at The Restless Dance Theatre 195 Gilles Street Adelaide.
NOTICE OF MEETING
THE ANNUAL GENERAL MEETING OF
MODEL AEROSPORT SA INCORPORATED
will be held on Friday 29th May 2015
at the Restless Dance Theatre meeting room. (Formerly the Disability Centre)
195 Gilles Street Adelaide.

Commencing at 7.30 pm.

2015 Annual General Meeting Agenda
1. Meeting declared open.
2. Apologies.
3. Minutes of 2014 AGM.
   (Published in June 2014 MASA Newsletter)
4. Business Arising from Minutes
5. Executive Reports
6. Category Chairmen’s Reports.
8. Honorarium.
10. Election of Officers.
11. General Business

Refreshments will follow the meeting.

MASA INC. ANNUAL GENERAL MEETING
ELECTION OF EXECUTIVE

NOMINATIONS ARE CALLED FOR THE FOLLOWING POSITIONS.

Vice President Retiring Member John Modistach
Secretary Retiring Member Paul Kumela
C/L Chairman Retiring Member Peter Anglberger
R/C Chairman position now vested in the MASA committee.

Under the Constitution, Retiring Executive members are automatically eligible for reappointment.
Other nominations are to be made on the form below signed by both the Nominee and the Proposer
Nominations must reach the MASA Secretary by FRIDAY April 24th 2015.

MODEL AEROSPORT SA INCORPORATED
NOMINATION FORM

I hereby nominate ....................................................(full name) (VH No)......................
For the position of .................................................................
At the 2015 Annual General Meeting Signed ......................... (Proposer) (VH No)......................
I accept the nomination: Signed .............................. (Nominee)
# MASA EVENTS CALENDAR 2015

## APRIL

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Venue</th>
<th>Host</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>Indoor At Paradise Primary School</td>
<td>Pharmacy</td>
<td>SAIF</td>
</tr>
<tr>
<td>12</td>
<td>Processing Day for Golden Era</td>
<td>Constellation</td>
<td>CMFC</td>
</tr>
<tr>
<td>12</td>
<td>Open F5J &amp; 2m F5J</td>
<td>Milang</td>
<td>SSL</td>
</tr>
<tr>
<td>16</td>
<td>Indoor ETSA Park</td>
<td>ETSA Park</td>
<td>SSL</td>
</tr>
<tr>
<td>17-19</td>
<td>GOLDEN ERA</td>
<td>Constellation</td>
<td>CMFC</td>
</tr>
<tr>
<td>25-26</td>
<td>GPS Aerotow</td>
<td>Lameroo, Ramke Farm</td>
<td>SSL</td>
</tr>
<tr>
<td>26</td>
<td>MASA/MAAA Instructors Course</td>
<td>Holdfast</td>
<td>MASA</td>
</tr>
</tbody>
</table>

## MAY

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Venue</th>
<th>Host</th>
</tr>
</thead>
<tbody>
<tr>
<td>2-3</td>
<td>SA Gliding State Champs:- OPEN Thermal/OPEN F5J/Radian, Multi Task</td>
<td>Milang</td>
<td>SSL</td>
</tr>
<tr>
<td>3</td>
<td>Control Line &amp; Helicopter Fun Fly</td>
<td>Constellation</td>
<td>CMFC</td>
</tr>
<tr>
<td>3</td>
<td>Point Ten Pylon / WW1 and WW2 Combat</td>
<td>Holdfast</td>
<td>HMAC</td>
</tr>
<tr>
<td>3</td>
<td>Pattern Aerobatics</td>
<td>Strathalbyn</td>
<td>SAPA</td>
</tr>
<tr>
<td>10</td>
<td>Mothers Day</td>
<td>Pylon</td>
<td>Constellation</td>
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<tr>
<td>10</td>
<td>Indoor At Paradise Primary School</td>
<td>Paradise</td>
<td>SAIF</td>
</tr>
<tr>
<td>14</td>
<td>Indoor ETSA Park</td>
<td>ETSA Park</td>
<td>SSL</td>
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<tr>
<td>16-17</td>
<td>Lake Leake Float Fly</td>
<td>Lake Leake</td>
<td>BLAM</td>
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<tr>
<td>17</td>
<td>Scale Society Fun Fly</td>
<td>Skyhawks</td>
<td>SAOSA</td>
</tr>
<tr>
<td>17</td>
<td>Open RES and 2m RES</td>
<td>Milang</td>
<td>SSL</td>
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<tr>
<td>23-24</td>
<td>Model Engines Fly In SA</td>
<td>South Hummocks</td>
<td>SHMAC</td>
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<tr>
<td>24</td>
<td>Scale Glider Aerotow</td>
<td>Milang</td>
<td>SSL</td>
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<td>29-31</td>
<td>Jet Action 2015</td>
<td>Monarto</td>
<td>AMA</td>
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<tr>
<td>31</td>
<td>Indoor At Paradise Primary School</td>
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<td>SAIF</td>
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## JUNE

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<tr>
<td>6-7-8</td>
<td>LSF Tournament</td>
<td>Jerilderie</td>
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<td>6-7-8</td>
<td>Pattern Aerobatics SA vs Vic</td>
<td>Mildura</td>
<td>SAPA</td>
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<td>7</td>
<td>Retro Day</td>
<td>Constellation</td>
<td>CMFC</td>
</tr>
<tr>
<td>7</td>
<td>Point Ten Pylon / WW1 and WW2 Combat</td>
<td>Holdfast</td>
<td>HMAC</td>
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<tr>
<td>11</td>
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<td>Milang</td>
<td>SSL</td>
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<tr>
<td>24</td>
<td>Pylon</td>
<td>Constellation</td>
<td>SAMPRA</td>
</tr>
<tr>
<td>31</td>
<td>Indoor At Paradise Primary School</td>
<td>Paradise</td>
<td>SAIF</td>
</tr>
</tbody>
</table>

## JULY

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Venue</th>
<th>Host</th>
</tr>
</thead>
<tbody>
<tr>
<td>4</td>
<td>Indoor At Cornerstone College</td>
<td>Mt Barker</td>
<td>SMAC</td>
</tr>
<tr>
<td>5</td>
<td>Indoor At Cornerstone College</td>
<td>TBA</td>
<td>SSL</td>
</tr>
</tbody>
</table>

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The views expressed in this Newsletter are those of the writer of the article and not those of the Newsletter or MASA Inc.

Closing date for each Newsletter is the Monday prior to the MASA meeting. (First Wednesday each month)

### Executive and Office Bearer

<table>
<thead>
<tr>
<th>Position</th>
<th>Name</th>
<th>Phone</th>
<th>Email</th>
</tr>
</thead>
<tbody>
<tr>
<td>President</td>
<td>Neil Tank</td>
<td>8325 3056</td>
<td><a href="mailto:president@masa.org.au">president@masa.org.au</a></td>
</tr>
<tr>
<td>Secretary</td>
<td>Paul Kumela</td>
<td>0490 371 869</td>
<td><a href="mailto:secretary@masa.org.au">secretary@masa.org.au</a></td>
</tr>
<tr>
<td>Treasurer</td>
<td>Garry Oakley</td>
<td>0417 814 373</td>
<td><a href="mailto:treasurer@masa.org.au">treasurer@masa.org.au</a></td>
</tr>
<tr>
<td>Vice President</td>
<td>John Modistach</td>
<td>8536 0174</td>
<td><a href="mailto:vicepresident@masa.org.au">vicepresident@masa.org.au</a></td>
</tr>
</tbody>
</table>

### Category Chairpersons

| Control Line | Peter Anglberger | 0448 433 382 | peteranglberger@hotmail.com |
| Radio Control| Bill Kent       | 0414 883 429 | wmkent48@gmail.com |

### Website

[www.masa.org.au](http://www.masa.org.au)

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**ANNUAL FEES: 2014 - 2015**

<table>
<thead>
<tr>
<th>Fee Type</th>
<th>Cost</th>
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</thead>
<tbody>
<tr>
<td>Club Affiliation Fee</td>
<td>$10.00 for all Clubs</td>
</tr>
<tr>
<td>Please note:- Member clubs of MASA must affiliate through the MAAA</td>
<td></td>
</tr>
</tbody>
</table>

### CATEGORY MEETINGS

| Control Line | Second Tuesday monthly at 8.00pm |
| Radio Control | Nil |

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**“PROPELLERS ARE DANGEROUS”**

MODEL AEROSPORT SA INC. NEWSLETTER march 2015 EDITION
Dromida Ominus Quadcopter RTF (Blue)
$129.99

Spektrum DX9 Black Edition w/ AR9020 Receiver
$799.99

Evolution 33GX Gasoline Engine 33cc
$519.99

Spektrum DX7S Ch Transmitter Only w/Charger, Mode 1
$229.99

Hangar 9 P-51D Blue Nose 60 RC Plane, ARF
$519.99

Dynamite Prophet Precept 80W AC/DC Battery Charger
$99.99

Proud Sponsors of the Golden Era Air Races at Constellation MFC on April 17, 18 & 19
Hope to see you there!