CMCF member Ron Ousman
with his
Bucker Jungmann

See page 5 for full story
The last couple of months have literally flown by with a few really good days of low winds and excellent flying mixed with a whole lot of rubbish weather.

This has not prevented us from getting another 5 members from the training group to their Silver wings status.

Congratulations must go to the following new members; Derek Ford (IC power) and Graeme Farnden (Electric) went Silver on January 24th – Graeme had been flying small indoor electrics for some time with Dennis Miller and only had to get regular stick time on the larger planes outdoors. Once Derek overcame some problems with a dodgy batch of fuel he was able to get the necessary flying time and improved rapidly.

Kelvin Rundell (IC power) graduated successfully on February 14th.

Larry Mckee (Electric) and Jurgen Schneider were given their Silver wings on the 21st February.

Jurgen has been flying gliders for a fair while and only needed the test on a powered model to graduate.

Larry has recently created a copy of our own NMAS flying field for the clubs Real Flight simulator and those that have tried it reckon that is a very good rendition of our field. Well done and thanks Larry.

Congratulations to all the new graduates – keep up the good work and we hope you now can really start to enjoy your flying. You can see that the mix of IC & Electric is getting around 50/50 now as battery technology has really taken off in recent years and with more and more members moving into village type living the electrics cleanliness is starting to make major inroads into what used to be nearly all IC models. I still remember when Electric powered models first appeared and if a time of 3 minutes was achieved it was considered good. Many of us scratched our heads and said why bother; the difference today is amazing with flights equally as long as the IC and petrol powered models.

Because we live next to a full size airfield, we have to have rules in place when there is full size activity and recently the club decided to run a dummy test for our members to show...
VALE
BRIAN STEBBING

Passed away peacefully at home on 18th of February aged 60 years.
Brian was a very active flyer in SAM 600 and SAM 1993 and the go to man for engine modifications and tuning.
He started aero modelling with his father, Fred, at an early age and his interest in old timer aircraft continued for the rest of his life. An avid competitor he won many events in Vic, SA, NSW and Qld travelling with his wife Angie.
He teamed up regularly with Rex Brown and they often won the “Phantom” control line racing at the Canowindra Easter event, holding the Australian record.
Brian had many interests in addition to aero modelling and was a sailor, go-kart racer, bowler and loved to play the bass guitar, a good glass of red was always appreciated.
He will be sadly missed at Willunga.

the need for these rules. It turned out that this was no dummy run as the Huntfield lads decided to go flying in numbers and we were able to do a proper exercise as they kept us on our toes with continual ins and outs. All up, those members who were there appreciated the need for courtesy and safety when full size aircraft are in our area. CASA requires us to keep well away from full size aircraft and in the end it is simply good common sense.

Wednesday BBQ’s (“Old Farts Day”) are still popular at NMAS with on occasion more members turning up than on Sundays. With club membership consisting of a greater percentage of retirees then those still working for a living.

I would like to remind all members that if you introduce a new model that you are unsure on its noise output, please present it to myself or another committee member to arrange a noise test. This way, if we receive any complaints about a particular model, the club will have the evidence to back up our claim that we test all models and they comply with the 96dBa limit.

Enjoy your flying
See you at the field
SNOOPY

HOLDFAST MODEL AERO CLUB

The club’s monthly pylon racing and combat events are well attended, although the contestants are generally the same for each event. The club, as well as us that compete, would like to see more flyers participate in the various events. It’s also great entertainment for club members and other visitors that drop in.

Currently we have three classes of pylon racing: open, standard and electric class. Simple rules require each plane to conform to a basic construction formula so that no pilot

“BEWARE PROPELLERS....THEY’RE ALL DANGEROUS”
has an unfair advantage over others - pilot skill will largely determine the outcome of races. It’s also a form of flying that will help sharpen your reflexes and improve your overall abilities. Those three minutes in the air with up to three other competitors at the same time can be intense, but immensely rewarding when you clock up a reasonable number of laps.

Similarly, combat aircraft are subject to some simple rules to ensure an even playing field for all combatants. We have two classes of combat: World War I and World War II. Obviously the class you fly in has to be with an aircraft representative of that particular war. Here the flying is a free for all, a classic dogfight. It’s also an intense three minutes, but absolute fun. Admittedly there is a risk that you could be involved in a mid-air collision, but the upside is that you score points for that as well.

Now, whilst I’m trying to encourage newcomers to try these disciplines, please don’t be put off by the intensity of the event or the possibility of a mid-air collision. Although such collisions do occur, their frequency is relatively low. Even if it does happen, often the aircraft is repairable, which leads me into my recent World War I combat experience where my Fokker DVII was “shot down”. During the dogfight my aircraft was hit, losing the left side tailplane and elevator, together with the fin and rudder. As soon as it happened I closed the throttle, the aircraft rolled onto its back and slowly spiralled down like a falling leaf. It hit the ground inverted, nose first. When I picked it up I expected the damage to be more severe than it actually was. There was minimal damage to the wings, with most damage on the forward fuselage/nose area. Even the pilot survived, brave chap! Definitely not a write-off, the repairs should see the aircraft back in the air and flying combat again.

In one respect it could be said that my shooting down was from “friendly fire” as my attacker was flying a Fokker DVII also. Or perhaps it was a captured aircraft pressed into service by the enemy. I’ll find out when we meet next in the skies over the (HMAC) “Western Front”.

John Jefferson
BI-Plane Day

This new event at Constellation proved very popular with a large number of models present on the day. It started with calm conditions and 3 Ebenezer biplanes of 20 inch span were flown. These small all sheet balsa free flight models are popular world wide and were first introduced by Bert Striegler in April 1958 Aero Modeller. Maris Dislers flew one powered with a Wen Mac .049 glo, and he also flew his “Wombat” C/L biplane, designed by Gordon Burford in 1949.

The most outstanding bi-plane was the 87 inch span Gloster Gladiator built by Terry Cosh, powered by a Siedel 7 cylinder radial four stroke. These engines were designed in Europe, but are now made in India, making the cost much lower. The model weighs 33 pounds and the radial engine turns a 24x19 prop. The model is covered with silver iron-on covering and the detail is amazing (see photos). This was the last of RAF Biplanes in the 1930’s and it was liked, as it featured an enclosed cockpit.

It is great to see a scale biplane scratch built from 3 view drawings of the aircraft. Ron Ousman from Constellation did a great job with his Bucker Jungman, a popular German Aerobatic aircraft from the 1930’s. The model was powered with a DLE 30 petrol engine (2 stroke), turning an 18x6 Turnighy prop. The aircraft was covered with Bem silk (Polyester) and finished with dope and water based enamel. (see photo).

Mike Savill first flew his F/F Ebenezer biplane, but concentrated on flying his 90 inch span rare Waco ARE biplane from the Golden Era of full size flying. I must admit to liking the old Waco biplanes and I suspect many modellers have flown in the full size one at Aldinga airfield in SA. The WACO ARE with a Zenoah 28 petrol engine was built by Terry Cosh in 1998 and was this well built aircraft is now flown by Mike.

Garry Bergen was flying his Waco biplane most of the day, this powered with a 250cc Moki 5 cylinder radial that sounds great and very realistic as it is flown at a scale speed.

Andrew Vigar from Monarto Club had his 84 inch span SE 5A WW1 biplane at 1/4 scale, built from a Balsa USA kit. The model had Solartex military WW1 covering and is powered with a Saito 150 four stroke glo engine. The aircraft has US markings, as the Americans bought many fighter aircraft in 1919 and took them back to the USA. Many were used by Howard Hughes in his WW1 aircraft films in the late 1920’s.

A great variety of ready to fly WW1 foam biplanes were flown on the day, these are now quite well produced and realistic.

“BEWARE PROPELLERS....THEY’RE ALL DANGEROUS”
Scale Aircraft Society South Australia
22 Kingswood Crescent
Paralowie, 5108
South Australia.
H 08 8250 2353
M 0402 815 957
trevorwoolfitt@virginbroadband.com.au

Scale Aircraft Society South Australian State Championships

Dear State Secretary/Contact,

Would you please place the attached Scale Aircraft Society South Australia State Championship Entry Form & this letter in your State Newsletter?

The Scale Aircraft Society South Australia will be holding the South Australian Scale State Championships over the Easter Long Weekend, on Saturday March 26th & Sunday March 27th. The event will be held at the Constellation Model Flying Club, 338 Brooks Road, Waterloo Corner, GPS S 34°42.303' E 138°32.032', entry is easiest from Ryan Road, first intersection on the left from Port Wakefield Road after Adelaide International Speedway, when heading toward Port Wakefield from Adelaide. Please use **extreme caution at all intersections** on Ryan Road regardless of road signage.

This event was earlier placed in the M.A.A.A. Newsletter. The Entry Form will also be published in the next M.A.A.A. Newsletter.

We will conduct four categories being F4C, F4H, Large Scale & Flying Only; this will depend on the number of entrants in each of these four categories. Your members are welcome to enter as many categories as they wish but each additional category must have a different model; i.e. only one model per category & ‘The Builder of the Model Rule’ applies to F4C.

Camping is permitted at the Constellation Model Flying Club, but there are no showers available at the Club. If you intend to camp at the Constellation Club please contact Terry Cosh on 08 8251 1918 & he will organise access for you. Showers are available at the Highway One Caravan & Tourist Park on Port Wakefield Road when required for a fee.

Accommodation is also available at the;

White Horse Inn, (Tel: 08 8250 4144, Email: admin.whitehorse@indpg.com.au, Web address: www.thewhitehorseinn.com.au) 887-889 Port Wakefield Road, Bolivar.

Highway One Caravan & Tourist Park, (Tel: 08 8250 3747, Fax: 08 8281 5423, Email info@highway1touristpark.com, Web address www.highway1touristpark.com) 925-963 Port Wakefield Road, Bolivar.

Elizabeth Motor Inn, (Tel: 08 8255 6555, 1800 066 288, Fax: 08 8255 6101, Email: reception@elizabethmotorinn.com.au, Web address www.elizabethmotorinn.com.au) 582 Main North Road, Elizabeth Park.

Thank you.
Sincerely

John T. Woolfitt
Secretary/Treasurer
S.A.S.O.S.A.
**SOUTH AUSTRALIA RC SCALE CHAMPIONSHIPS**  
26 – 27 March 2016  
**Constellation Model Flying Club**  
338 Brooks Road, Waterloo Corner, SA  
GPS S 34° 42.303" E 138° 32.032"

**ENTRY FORM**

<table>
<thead>
<tr>
<th>Contestant Name</th>
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<tr>
<td>MAAA number</td>
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<tr>
<td>Address</td>
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<tr>
<td>Telephone Number</td>
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**Category**

<table>
<thead>
<tr>
<th>F4C</th>
<th>Scale Model of</th>
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<tbody>
<tr>
<td>F4H</td>
<td>Standoff Scale Model of</td>
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<tr>
<td>Large</td>
<td>Model of</td>
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<tr>
<td>Flying Only</td>
<td>Representative Model of</td>
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Entry Fee $40 for each model, only one model may be entered for each class.  
Return entry form to **Trevor Woolfitt** email: trevorwoolfitt@virginbroadband.com.au  
Or post to **22 Kingswood Crescent, Paralowie, South Australia, 5108**  
Fee can be deposited to: **BSB 035-047** Account **297497** Please use your name as the reference.
Willie Emmett Flying Field
The field is on Naas Road, just south of Tharwa, which is a small township just south of Canberra. Find your way to the Canberra suburb of Banks. Continue south on Tharwa Drive. At Tharwa, continue south on Naas Road. Willie Emmett Flying Field of the NAAS club is 9.5km from Tharwa bridge.

Bring your aircraft and skill to this fantastic, unrestricted, safe flying field

Events:
Foamy Pylon LEG
Radian © Old Timer F5J
Scale Scramble

Food:
All day from 8:30
Sausages
Bacon & Eggs
Steak Sangas
Coffee
Tea

Soft drinks

" F5J is the MAAA 69th Nationals Championships Event
2 classes <2.5m wingspan and Open - 7 rounds
Newcomers to the event are welcome!

* Radian has two classes: Sport (newcomers) Open

Accommodation Options
Camp at NAAS Field:
Call NAAS direct on (02) 62312200 for camping info. Toilets and showers are available. $10 per site per night.

Best Western Plus Garden Jerrabomberra Avenue, Narrabundah ACT 2604
tel (02) 6295 3322
30 minutes drive to field
20 minutes to dinner

Alpha Hotel:
46 Rowland Rees Cres., Greenway ACT 2900
tel (02) 6293 3666
20 minutes drive to field
5 minutes walk to dinner
Book online and save!

Saturday Night Dinner Venue:
Vikings Club - 7:00 for 7:30pm
Corner Athlon Drive & Rowland Rees Crescent, Greenway ACT 2900
20 minutes drive from field
Upstairs function room, next door to restaurant
Saturday 26th March. Alternate drop main course and sweets - bar available

Contact Details for Event Contest Directors & AEFA Executive
Max Haysom - President - (03) 9801 3899 - mhaysom@tpg.com.au
David Lucas - Treasurer and NEFR entries - (02) 6676 4107 - rivercat@mac.com
Terry Scolari - Secretary & Radian CD - 0408 646 760 - tscolari@bigpond.com
Peter Pine - Joint F5J CD - (02) 6676 1437 - ppine@northnet.com.au
Mal Pring - Executive member and Joint F5J & Scramble CD - 0417 827 237 - malcolmpring@bigpond.com
Michael Colston - Electric Old Timer CD - 0408 635 262 - mncolston@hotmail.com
Bob Hickman - Foamy Pylon & Scale CD - 0417 125 664 - marbob48@sctelco.net.au
Alan Mayhew - LEG CD - 0412 994 213 - aimalayne@optusnet.com.au

Event rules, including F5J changes, entry form etc visit Australian Electric Flight Association web site www.aefanet.com
For NAAS website visit www.naad.org.au
Fly Market and Sidewalk Sale
Sunday 3rd of April 2016

After the last few years success our club auction format will be repeated again this year.

The market will provide an opportunity for MASA members to bring any modeling goods to the field and sell or swap them directly with other members with no auction process.

As the field will be open for flying it offers a fly before you buy opportunity, if the aircraft is flyable.

There will be no entry fee or other charges and a BBQ lunch and cool drinks will be available, gate opens at 8am.

Please remember the field will be operational so if demonstrating radio equipment other than 2.4 a key must be in the keyboard.

The event has always been well-attended and great fun with a huge amount of goods changing hands so make sure you keep the day free for a trip to Connie

If your shed looks as bad as these here is your chance to clear yours out.
Annual
JET INVITATIONAL

Friday 27th to Sunday 29th May, 2016

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) 8331 9796 / (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)
Jerrilderie Racecourse, NSW

Friday March 25th - Monday March 28th

FREE ENTRY

For more information contact:
Mike O’Reilly, mike@modelflight.com.au

Organised in conjunction with LSF

GPS Triangle Racing Demos

“BEWARE PROPELLERS....THEY’RE ALL DANGEROUS”
Program of Events: Note availability of the Grass fielded for practice on Friday March 11th tbc in Bulletin Issue 2

<table>
<thead>
<tr>
<th>Saturday 12th March</th>
<th>Sunday 13th March</th>
<th>Monday 14th March</th>
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<tbody>
<tr>
<td>Grass</td>
<td>Grass</td>
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<tr>
<td>F2B Exp /Adv /Novice Round 1 and 2 9.00 am</td>
<td>F2B Exp /Adv /Novice Round 3 and 4 9.00 am</td>
<td>F2C R3, R4 and Final Grass Rat Race 9.00am</td>
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<tr>
<td>F2C R1 &amp; R2</td>
<td>F2C</td>
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<tr>
<td>Classic Stunt R1 and R2 1.00pm</td>
<td>F2C</td>
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<tr>
<td>Free Flight Scramble 6.00pm (pending suitable weather conditions)</td>
<td>Vintage Stunt R1 and R2 1.00pm</td>
<td>Classic FAI T/R Vintage Combat 11.00am</td>
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<tr>
<td>F2A/Comb. Speed (incl. 1/2AProto Speed)</td>
<td>Diesel Goodyear (27/10)</td>
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<tr>
<td>Open Goodyear</td>
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Notes: 1. **Vintage Stunt Static Judging: 10.00 am to 11.00am Saturday 12th March.** Please ensure you have all of your documentation with you to be able to receive static points.

2. **Grass field location is provisionally the RC field, this will be confirmed in Bulletin 2.**

Flying Site Details:
Adelaide Model Aerosport, (AMA) Monarto is located on the Princess Highway, 6km on the right travelling to Adelaide from Murray Bridge.

**Conditions:**
1. All entrants to be current MAAA or FAI affiliated organization members **Presentation of MAAA / FAI card is mandatory.**
2. Programmed events will be run as per current MAAA rules book except Vintage Stunt where a simplified scoring system is used and Grass Rat Race where there is no ROG requirement
3. Junior competitors per MAAA age requirements.

**Accommodation:**
Princes Highway Caravan Park: 313 Old Adelaide Road, Murray Bridge. (08) 8532 2860
Murray Bridge Visitor Centre: 3 South Terrace, Murray Bridge. (08) 8539 1142
www.murray-river.net/princes

Oval Motel & Caravan Park: 4 LeMessurier Street, Murray Bridge. (08) 8532 2388
Ovalmotel@lm.net.au

Adelaide Road Motor Lodge 212 Adelaide Road Murray Bridge. (08) 8532 1144
mbmotorlodge@bigpond.com

—and the MASA Control Line State Championships All events at Adelaide Model Aerosport, Monarto Hosted by Adelaide Aeromodellers Club and Adelaide Model Aerosport 12th – 14th March 2016

**Bulletin Issue 1**
MA SA Control Line State Championships 2016 Entry Form

**Entrant Details:**

<table>
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<tr>
<th>Surname:</th>
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<tr>
<td>Given Name:</td>
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<td>FAI Number:</td>
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<td>Email Address:</td>
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**Registration:** Pre event registration AND payment by EFT is preferred. Pre-registration and payment before March 7th also avoids a late entry penalty fee of $20.

**E-mail address:** peteranglberger@hotmail.com, postal address is MASA CL 2016 State Champs Registrar, c/o 54 Altair St. Hope Valley 5090, see bottom of page for EFT details.

Those entrants who cannot present a valid FAI competitors license to the event CD WILL NOT BE PERMITTED TO FLY, with no exceptions.

**Events:** Team Member Name to be included for reference. Team member must submit their own entry form.

<table>
<thead>
<tr>
<th>Event</th>
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<tr>
<td>F2A</td>
<td>SPEED</td>
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<td>F2B</td>
<td>AEROBATICS Exp</td>
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<tr>
<td>F2B</td>
<td>AEROBATICS Adv.</td>
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<tr>
<td>F2B</td>
<td>AEROBATICS Novice</td>
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<td>F2C</td>
<td>TEAM RACE</td>
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<td>F2F</td>
<td>TEAM RACE</td>
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<td>VINTAGE STUNT</td>
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<td>CLASSIC STUNT</td>
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<td>GRASS / JUNIOR RAT RACE</td>
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<td>DIESEL GOODYEAR</td>
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<tr>
<td>OPEN GOODYEAR</td>
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<tr>
<td>CLASSIC FAI TEAM RACE</td>
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<tr>
<td>VINTAGE COMBAT</td>
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<tr>
<td>COMBINED SPEED</td>
<td>Classes: ____________________________</td>
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**Fees:** Pre event registration AND payment by EFT before is preferred see above.

<table>
<thead>
<tr>
<th>Senior:</th>
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<tr>
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<tr>
<td>3 Events</td>
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<td>4+ Events</td>
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<tr>
<td>Junior: Free Entry and Nomination</td>
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<tr>
<td>Senior Nomination</td>
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<td>Late Entry Fee (after March 7th)</td>
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<td>Event Fees for ……events</td>
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<td>Total payable</td>
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EFT Transfers: Acct Name: Adelaide Aeromodellers Club Inc., BSB 105-137, Acct No. 056421740 Cheques to be made out to Adelaide Aeromodellers Club Inc.

Signed: _______________________________________

“BEWARE PROPELLERS….THEY'RE ALL DANGEROUS”  
**MODEL AEROSPORT SA INC. NEWSLETTER March 2016 Edition**  
13
Back to the big hill full of confidence after the previous successful launch, this time I fitted video camera to my helmet to analyse the flight. The Easterly wind was close to 20km/h, slightly higher than I would like for test flying but it’s only a prototype so I thought I either make it or break it. Off it went again with powerful throw this time launching it on my own directly into the wind over the huge gully below. And, what a “difference” the strengthening of the wing tips made. All the nervousness disappeared moments after gaining full control over the first circuit. These are the moments what this great hobby is all about. Little bit of a battle into the wind with this rather inefficient fan combo but down the wind she was moving very nicely. I noticed aileron controls being very touchy, probably still due to some wing tip flexing during my turns, but most importantly the pitch control worked perfect after correct canard/elevator mix and the angle of efflux. While enjoying my flight I heard the sound of motor bike and there he was, the farm owner on his quad paid me a visit after seeing this weird looking jet flying over. Just about ready to land, I glided it down into the moderate wind under the full command by stalling it few inches above the grass to full stop only some 20 feet in front of myself. The farmer was impressed, not to mention my own satisfaction. A couple more flights with another high performance model I brought along really made my day. Next few days after some more adjustments I did numerous flights including few basic aerobatic manoeuvres with video footage analysis back at home. Back on the bench in my hangar I went straight to my original to reset all my controls, balance and thrust tube based on this prototype. There were few other improvements to the frame like stiffening some flexing in my elevator stabs to eliminate possibility of flutter and adding some servo protection fins to the bottom of the fuselage. Final checks and next day with helper friend I have decided to take it to the beach at very low tide to do the full range check and perhaps condition permitting to do couple of strait low level flight checks. Unfortunately, late afternoon with the lowest tide the wind was up to over 30km/h. The range check of all controls at some 200 meters on full power was all positive so I went ahead despite “not to do it” suggestions by my helper. The wind was screaming, but at least this time nicely along the beach coming from the North. Taking extra precautions did few taxi runs up and down the beach strip increasing the power gradually but on the next one into the head wind I increased my throttle to full power being anxious to see the model at least to lift off few inches. To my surprise it did, but more like 3 feet so instantly reducing the power it dropped the nose but quickly regain full control by adding more elevator. “Wonderful”, first joey’s hop some 15-20 meters in these terrible conditions, but giving me another boost of confidence. All caught on the film by my friend’s camera on his hat was later analysed. Not fully satisfied with the acceleration speed of my 4S power set up, next day I spent testing and comparing the static thrust, current draw, wattage and wing loadings of this and few of my similar size models. New decisions were made at the expense of adding more weight, but by upgrade to 6S my power went to over
300 Watts per pound compared to my intended lighter 4S set at low 200’s. Some alternation had to be made to fit this heavier fan unit with the new thrust tube rolled out. With the help of my program card the speed controller was also reset to new values to optimize performance. This time fitted with the large 4250mA, 25 volt battery the C of G was still spot on and after the static run while holding model in hands vertically, it just about held its AUW at 2400grams confirming this thing will fly. I couldn’t wait for the next session to test it with the intention to do it again at the beach smooth hard pack sand rather than off the bumpy grass where you can get premature hops with light wing loaded models. The next opportunity at low tide the wind was unfortunately blowing 90 degrees across the strip, but reasonably low at only 10-15km/h, placing the model some 70 meters from my standing position I have gradually applied full power noticing dramatic difference in acceleration, model rotating just in front of my position to some 6 feet height. Immediately reducing throttle and gliding it under full pitch control model drifted slightly to the right due to the cross wind and no rudder function, clipping the softer dry part of the beach with the right wing tip. Horrified, seeing my model to pancake “360” at still pretty high speed and coming to sudden stop I ran some 100 meters expecting the worse, like fuselage in half after the impact. Luckily no such bad luck, thanks to the dry soft beach sand. Picking up the model with not even a bent landing gear, placing it back on the hard packed strip this time closer to the water’s edge I had another go, this time being more careful rotating lower to only some 3 feet height and the level flight lot longer close to 100 meters in length and touching down gently as a ballerina. “This is it”, all I wanted to see before my full maiden flight, almost tempted to take off again a go around but common sense told me, be patient and let’s do it rather at the local flying field for safety, just in case. The surf in such a close proximity is not a best place to do the full test flight, still without knowing how will it respond during turns? Packing it up and walking back home through the reserve with pride. Next day, visiting one of my clubs hoping to fly it, the weather conditions weren’t to my liking and just a few days to Christmas, it got even worse. Horrendous winds and when they stopped the rain came down in buckets. Some Sydney suburbs experienced some of the windiest conditions recorded at well over 200 kilometres per hour and declared as a disaster zone, unfortunately also affecting this part of the coast. Nevertheless, as all the bad things have to stop, the sun came back shining again so I have managed to cut the grass strip after all the deluge but the wind was still too high at well over 30km/h, so there was more delays for my maiden. After my daily check of the weather forecast the first opportunity came on the New Year’s Day, everything ready in my van I headed the first thing in the morning to the flying field, conditions still not favoured with moderate wind some 45 degrees across the strip I have decided to go for it. With fully charged batteries I did my final checks of all controls, placing the model at the end of the strip and gradually increased the throttle to full power this time off the grass runway. After few little bumps and hops it cleared the ground just in front of me after some 60 meter run and steadily climbed to safe height just to clear trees on the southern end of the strip. The first gentle anticlockwise turn was very stable but after a few circuits I noticed my aileron controls were pretty sensitive so further travel reductions will follow. The pitch controls were just about perfect at any power setting which was my main concern prior to the flight. Speed of the model wasn’t as fast as I expected probably due to this weird swapped forward wing design and rather large frame for 70 mm power unit, but on the other hand, very realistic and scale-wise for its size. Landing in the cross wind was a little challenging without any rudder function but after a few abrupt corrections I managed to bring it down nice and gentle on this narrow only 4.5m wide cut grass portion of the strip. By keeping the flight time to a minimum of only 2.5 minutes, the battery check confirmed that future flight sessions up to 5 minutes on mix throttle were possible. I was absolutely delighted with the successful maiden and I enjoyed the rest of the morning flying a ew other EDFs I brought along and the first thing on my return was contacting my friend, the original builder of this unique model with the good news. Happy and Safe flying, Joseph Frost.
MINUTES OF THE MANAGEMENT COMMITTEE OF MASA INC

Held on 2nd March 2016 at The Restless Dance Theatre – Adelaide.
Meeting opened by the Vice President at 19.30 Hrs

The meeting commenced with one minutes silence for the recent passing of members Brian Stebbing and Jim McDougall.

PRESENT: President, Vice President, Treasurer, Secretary
Adelaide Multi Rotor Pilots [AMRP], Constellation [CMFC], Holdfast [HMAC], Indoor Flyers [SAIF], Noarlunga [NMAS], Old Timers [SAOT], Onkaparinga Radio Aero Modellers [ORAM], Pylon [SAMPRA], Scale Society SASOSA, South Coast [SCMAS], Scale Society [SASOSA], Strathalbyn [SMAC].

VISITORS: Roy Randal [AMA]

APOLOGIES: SARCH, SHMAC, Newsletter Editor

CORRECTIONS: Nil

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

BUSINESS ARISING FROM PREVIOUS MINUTES

South Coast Indoor Group
Progress being made towards affiliation with MASA

CASA Approvals
Constellation & Skyhawks approvals completed

CONCORDE
Members are taking advantage of flying with nearby clubs at Barossa Valley Model and Constellation Clubs whilst actively looking for land.

CORRESPONDANCE IN

AAC -- Request Russel Bond for WC C/L Sponsorship
CASA -- Constellation Instrument of Approval
CASA -- Skyhawks Area approval
Skyhawks -- Loan Agreement
MAAA -- Notice of 2016 MAAA club assistance scheme
Skyhawks -- Application for Silver Wings
Skyhawks -- Signed MASA Loan Document
Treasurer -- Financial Statement for March meeting
BLMAC -- Request for MAAA Chuck Gliders 3 boxes
MMAC -- Request for MAAA Chuck Gliders 1 box
Constellation -- Clarification of Instrument of Approval
SARCH -- R. Hignett Meeting Apology Feb/ March
NMAC -- Aeromodelling ineligibility for ORS grants
Ian Avery -- Passing of SA member Brian Stebbing
CMFC -- Bronze Wings proficiency M.Dracup
SAOTA -- Request for trophies for State Champs
BHMAC -- Application for MAAA Club Assistance scheme

“BEWARE PROPELLERS....THEY’RE ALL DANGEROUS”

MODEL AEROSPORT SA INC. NEWSLETTER MARCH 2016 EDITION
CORRESPONDANCE OUT

Constellation -- CASA Instrument of Approval
CASA -- Clarification of Instrument of approval
Skyhawks -- CASA Area approval
Treasurer -- Skyhawks/MASA Loan documents
Registrar -- Bronze Wings proficiency M.Dracup
Club Secretaries -- Notice of 2016 MAAA club assistance scheme

BUSINESS ARISING FROM CORRESPONDENCE    NIL

BHMAC Club Assistance Scheme Application. The committee and reviewed the club submission. It was moved ORAM seconded SAIF, that the application be endorsed by MASA and lodged with MAAA.

World Champs C/ L Sponsorship. It was moved SMAC seconded CMFC that MASA sponsorship to the value of $500 be awarded to Russel Bond subject to documentation of expenditure and bank deposit details.

SAOTA Trophies. It was moved SCMS seconded SAIF that the request for trophies to the value of $170.50 be approved.

NMAC Grant ineligibility. Following the supply of official responses and new information a short discussion, took place resulting in a motion moved by HMAC seconded by ORAM that the MASA executive address this issue at a higher level with approaches to Sport SA and the Minister of Recreation and Sport Leon Bignell.

CATEGORY REPORTS.

Control Line Nil report for the February meeting.

GENERAL BUSINESS

1. MASA Encouragement Awards: The meeting was advised that stocks of encouragement awards are getting low. A short discussion took place on what type of replacements be acquired. In keeping with the budget allocation, it was agreed that P Leaney purchase additional stocks of engraved Beer Mugs and Coffee mugs for use as encouragement awards.

2. MASA / Club Banner Flags: Delegates were asked to canvas club interest in a 50/50 cost share partnership to obtain dual sided banners flags to promote individual clubs on one side and MASA on the other.

3. MAAA National Conference Agenda Items: The MASA treasurer lodged one agenda item in relation to MAAA Honarariums.
   “MASA requests that the MAAA council review the present and future honorariums paid as we believe that the present amount is grossly over compensated for the work that is undertaken. To retain this level of reward, justification would need to be supplied”.

4. MASA Presidents Conference: A vote of thanks moved by SAIF and seconded by HMAC was extended to the MASA executive for the cost effectiveness of this year’s event. A short discussion took place on the future frequency of these events and it was agreed to conduct MASA President Conferences on a biennial basis.

5. AMRP New Field: The club has successfully negotiated with Council to operate over a three month trial period at Frank Smith Reserve, Coromandel Valley.

6. MASA Website: The treasurer has been successfully trialling a new website creator which is more user friendly and less reliant on costly external support to maintain. A motion was moved by the Treasurer seconded SMAC that MASA purchase this new website creator and hosting at a total cost of $350 p.a.
   Motion carried.

Meeting Closed 21.05 Hrs
Next Meeting Wednesday 6th April 2016, 19.30Hrs
at The Restless Dance Theatre 195 Gilles Street Adelaide.

“BEWARE PROPELLERS....THEY’RE ALL DANGEROUS”
# MASA EVENTS CALENDAR 2016

## MARCH

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<tr>
<th>DATE</th>
<th>EVENT</th>
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<tr>
<td>5</td>
<td>Indoor At Cornerstone College</td>
<td>Mt Barker</td>
<td>SMAC</td>
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<td>6</td>
<td>Point Ten Pylon / WW1 and WW2 Combat</td>
<td>Holdfast</td>
<td>HMAC</td>
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<td>6</td>
<td>Scale Glider Aero Tow</td>
<td>Constellation</td>
<td>CMFC</td>
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<td>Indoor At Paradise Primary School</td>
<td>Paradise</td>
<td>SAIF</td>
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<td>12 - 13</td>
<td>Australian Open F3J International</td>
<td>Milang</td>
<td>SSL</td>
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<td>O.T. 1/2a Texaco Burford &amp; Duration</td>
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<td>20</td>
<td>Radian</td>
<td>Vic Park</td>
<td>SSL</td>
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<td>25 – 28</td>
<td>JR AEROTOW</td>
<td>Jerilderie</td>
<td>SSL</td>
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<td>26 - 27</td>
<td>EASTER SUNDAY 2016 State Scale Champs</td>
<td>Constellation</td>
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## APRIL

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<td>Sidewalk Sale</td>
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<td>Point Ten Pylon / WW1 and WW2 Combat</td>
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<td>2m and Open RES and 2m F5J</td>
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<td>Pattern Aerobatics – Combined with Sidewalk Sale</td>
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<td>8</td>
<td>Mothers Day</td>
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<tr>
<td>21-22</td>
<td>Model Engines Fly In SA</td>
<td>Skyhawks</td>
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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 Bearers

- **President**: Neil Tank  Ph. 8325 3056  
  email: president@masa.org.au
- **Secretary**: Paul Kumela  Ph. 0490 371 869  
  12 Sapphire Road, Morphett Vale SA 5162  
  email: secretary@masa.org.au
- **Treasurer**: Garry Oakley  Ph. 0417 814 373  
  email: treasurer@masa.org.au
- **Vice President**: John Modistach  Ph. 8536 0174  
  email: vicepresident@masa.org.au

### Category Chairpersons

- **Control Line**: Peter Anglberger  Ph. 0448 433 282  
  email: peteranglberger@hotmail.com
- **Radio Control**: Bill Kent  Ph. 0414 883 429  
  email: wmkeent48@gmail.com

### Website

- **www.masa.org.au**
  web master: webadmin@masa.org.au

### Club Affiliation Fee

Club Affiliation Fee  $10.00 for all Clubs

### Member clubs of MASA must affiliate through the MAAA

### ANNUAL FEES: 2015 - 2016

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<th>Tier</th>
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<tr>
<td>Senior</td>
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<td>Pensioner</td>
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All fees plus $30.00 for hard copy newsletter.

### Reductions apply after 1st Jan. FOR NEW MEMBERS ONLY

### CATEGORY MEETINGS

- **Control Line**: Second Tuesday monthly at 8.00pm  
  Seven Stars Saloon, Angas St, ADELAIDE
- **Radio Control**: Nil

### “BEWARE PROPELLERS….THEY’RE ALL DANGEROUS”

**MODEL AEROSPORT SA INC. NEWSLETTER march 2016 EDITION**
“BEWARE PROPELLERS...THEY'RE ALL DANGEROUS”

MODEL AEROSPORT SA INC. NEWSLETTER MARCH 2016 EDITION

Fearless First Flight

The Power of SAFE Technology

If the fear of losing control and crashing a brand new RC airplane has kept you from taking the sticks, groundbreaking SAFE™ (Sensor Assisted Flight Envelope) technology will help you relax. An exclusive feature of the new E-flite® Apprentice® S 15e Ready-to-Fly trainer is the “Panic” switch. The instant you sense trouble, a simple flick of the switch on the included Spektrum™ DX5e transmitter quickly returns the model to level flight, no matter how out of control you think you are. But that’s only one reason why SAFE technology and the Apprentice S 15e take the fear out of flying.

E-flite Apprentice S15e RTF

FEATURES
Equipped with SAFE technology for fearless flights
Lightweight and durable Z-Foam™ construction
Includes transmitter, power system, electronics and charger
For full product details, visit E-fliteRC.com

SPECIFICATIONS
Wingspan: 1500mm
Length: 1080mm
Wing Area: 33.2 sq dm
Flying Weight: 1390 g

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