

AUGUST 2018

NEWSLETTER



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Garry Bergen with his DC3 at the recent CMFC Scale Day



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SAMPRA

Cool, breezy conditions would greet the pilots and volunteers for SAMPRA's monthly pylon competition on the 8th of July at Constellation Model Aero Club. There would end up being seven entries for Quickie 500, two entries in Sports, three entries for F400 and one for F5D with Trevor Pearce sitting out flying his F5Ds to conserve his fleet for the upcoming World Championships in Japan. We would also see the first running of the EFX/Electric .10 class with three entries.

All classes enjoyed good racing with the weather conditions surprising by allowing some very quick times among all the classes. Q500 had its usual close racing with Greg Leigh also mounting a camera on his Scanner. Steve Wilkin ended the day with best combined score to increase his lead in the SAMPRA championship. Sports enjoyed some good flying and times with John Yianni flying some good times with a modified engine in his aircraft while Greg Leigh had some solid times with his aircraft.



Q500s of Craig and David on the start line

F400 ended up as a battle between the Jacobsen's with Tom coming out slightly ahead and the end of the day. A 64 second run was extremely quick with times that low rarely seen here. Frank had some misfortune after a positive start with his Bugatti going of the air in his second heat with not much left after it had returned to Terra Firma! The sole F5D flyer was pleased with making some inroads to improving his flying and bringing his times down.

Our new class for the day was for the EFX/Electric .10 style aircraft. We had three pilots for this class including our new pilot Joe. Welcome Joe. The class is based around the EFX foamy available from HobbyKing. This has the advantage of being a relatively low cost, easily available aircraft to have fun racing around the pylons. Electric .10 have also been included so anyone with these aircraft can also have a chance to go racing. Everyone flying this class had a ball with some impressive times just a little slower than those in the Q500 class. Trevor was even generous enough to give a practical demonstration of what happens when your thumb slips of the elevator control! Needless to say Trevor will be on the hunt for



F400s of Tom and Frank



The results of Trevor's 'Demonstration'

a new airframe.

If you are at all interested at giving pylon racing a go, we encourage you to give it a go with any aircraft you have. A dedicated race plane is not required to give it a go. You will be made to feel more than welcome and everyone there will be happy to give you all and any help you need. We race on the second Sunday of the month and would love to see any newcomers.

2018 FAI Takikawa Cup Open International and FAI F5 World Championships

Well what a wild ride, I was contacted in February as first reserve after one of the F5D team was unable to compete, what an opportunity there was no way I was going to miss out.

I was obviously concerned that I may let the side down and embarrass myself and my team so I knew practice was going to be key, what I didn't expect was the level of help I would receive from fellow clubmates and a massive thank you to all who were directly involved, namely:

Mark Farley (my caller here and in Japan!), Frank Weeks, Peter Leaney, Craig Spratt, Barry Carpenter, John Milan, Joe Brulja and many more who sacrificed their own flying time so I could get out there to practice which did not go unnoticed.

There were many more people again who wished to remain anonymous who donated funds to help cushion the cost and also purchased then loaned airframes to enable me to utilize the latest designs, again completely unexpected but greatly appreciated.

Also of great help was the funding assistance received from MAAA and MASA, we are so lucky to have a governing body that provides such assistance. There are many countries who's governing bodies don't provide such assistance meaning many competitors junior and senior alike miss out on such a great experience and I believe it experiences such as these that enrich the entire RC community and I would encourage our Governing body to continue with such great support.

And so to the actual event, well after 3 separate flights and an hour and a half drive we arrived at Takikawa Sky Park, so beautiful with the lush green mountains in the background some still had snow on after the winter and the wide fast flowing river running alongside the full size glider





field made for an ideal fishing ground for the huge eagles in the area and the temperature was about 30 c with a humidity of about 50% which didn't change much from that the whole time we were there.

The next day we began practice with many people experiencing set up challenges and for some who had new airframes newly finished for the event it also meant major trimming was needed, fortunately I experienced no such major issues and only needed to reduce my prop sizes to get the most from my setup.

First event was the Takikawa Cup which included everybody flying in the champs and other local Japanese competitors, I had planned to use this for getting used to the course and adjusting props ready for the World Championships but it turned out far better for me than expected, after a good first day consisting of 4 flights I was in the middle of the pack which was the best I could ever

of expected and two of my flights were the first time I had ever flown sub 60 second times in F5D.

The second and final day of the cup was even better with two 59 second flights and two 57 second flights which gave me yet another personal best, and 3rd place on the podium, to say I was happy would be an understatement.

That evening we had the official opening ceremony for the world championships and the presentations for the Takikawa Cup, there was some fantastic entertainment provided including great food and beer, mmm beer☺.

The next day was processing for the world champs and official practice, no need for major changes for me just a test

flight for my number 3 aircraft which like my primary two other aircraft was a Big Bruce Dominator only this was a Mk 1 version compared to the other two Mk 4 versions, after flying a 59 second flight I was comfortable to stop with that one flight.

Following day we were underway with the champs, not a great day but not a terrible day I was the first person out and first to launch (no pressure) 62 seconds so not too bad but second flight received 3 cuts on pylon 1 and you only need 2 to get a 200 which is essentially a zero score (lowest score wins) next flight 1 cut but still not a bad time. Last flight was a good one to finish on at 58 seconds.

Next day of four was a good day, and had fought my way back to 6th and only 6 seconds from 3rd place.

3rd day was one to forget, made a few mistakes and received two 200 scores one after the other this meant that given we can only drop 3 of our worst scores out of 16 flights I could not afford to

receive another one or the Australian team would have no chance of a podium position.

Final day and time to suck it up and fly safe times not how I had wanted to finish but what was needed for the team, my last flight was horrible the pressure really got to me but no cuts (phew!) It came down to the last flight by the Japanese and what a flight 58 seconds which secured second on the podium by 2 seconds and us 3rd on the podium, for me at the time it was bitter sweet but now I look back and you know what we did alright!

In revision what a country, what fantastic friendly people including all the competitor nationality's, what a brilliant job done by all the helpers organisers and officials, and finally what a team! The assistance and support received by Mick Dallam (team manager for us while in Australia) Bruce de Chastel (team mate and team manager in Japan), Tony Singelton (team mate) and Mark Farley (my official caller) all of your help was invaluable!

Thank you to all involved and if I am good enough I would love to do it again.

Trevor Pearce,
Constellation Model Aero Club, South Australia.



The Australian Team at the 2018 F3J glider World Championship. Braşov, Romania.



The Team, Flyers Andrew Meyer, Nick Chabrel, Carl Strautins, Manager Paul Moorfield, Towers Wayne and Richard Meyer, and Support Elsie Meyer, arrived in Brasov, Romania between Sunday 15 July and Wednesday 18 July. The planes were transported in 3 oversize boxes, each containing between 2 and 5 planes. In addition to the planes there were transmitters, chargers, tow line, and towing equipment to be transported resulting in some heavy suitcases!

Each flyer had between 2 and 3 planes, each plane of different weight and strength. Andrew and Carl had Pike Perfections, Nick had Pike Dynamics, all made by Samba in the Czech Republic. Paul had just one Pike Perfection to fly in the pre world Championship event.



Thursday 19 July was the first practice day at the flying field, a light aircraft airstrip located about 7km north west of the city of Brasov. Adjacent to the strip was a military helicopter base, an Airbus helicopter base, and numerous high voltage power lines. Some radio transmission interference occurred, presumably associated with these facilities. However, despite some heavy rain on that day we were able to do some towing practice and familiarise ourselves with the conditions.

Over the next two days we flew in the Romania 100 event which provided us with an excellent opportunity to streamline our procedures as a team, further familiarise ourselves with the conditions, and complete the setups of the aircraft. We were not too fussed about our standings in this event,



Day two dawned cold, damp, and windy, and the first two rounds did not go well for the team, with all three having landouts and relaunches, with resulting low scores and a drop in our rankings. The poor conditions continued, with no thermal indicators at ground level to guide a chosen direction after launch, and it was a matter of launch as high as possible and make use of any minor bubble of lift. Rounds three and four on this day continued poorly for us, and at the end of the day both our individual and team rankings had plummeted. This day effectively destroyed our chance of making the flyoffs, and we in future referred to it as "Black Tuesday". However, we rallied our spirits and determined to never say die.

We were relieved when we arrived at the field on Day three to clearer, warmer conditions.

Nick, Carl, and Andrew all had good flights in



all three flyers finishing in the middle of the 70 competitors.

The next day, July 22, was an easy day for the team, with some time off in the afternoon to do some sight seeing around the quaint "old town" of Brasov. In the morning there was a brief Opening Ceremony, followed by registration, and processing of the aircraft. Fortunately for us, Australia starts with A, and we were first in the processing, and scored the afternoon off. In the early evening Paul Moorfield attended a Team Managers Technical Meeting, at which procedures and local rules for the World Championship event were outlined by the Contest Director, and the draw and timing sheets were handed out.

The first day of the World Championship event was eventful. We arrived at the field to find it shrouded in fog which eventually cleared to low level cloud, and the first group got underway. Aircraft launched into, and disappeared into cloud, the round was called down, and further delayed. The weather then cleared and we flew 2 rounds, before severe thunderstorms and torrential rain moved in from the mountains and no further flying was possible for the day. The team, Andrew, Nick and Carl flew well, and consistently, all 9.55 times, and landings inside 1m, to end up 17, 14 and 23 respectively. The team was 5th.

Rounds 7, 8 and 9, getting their times and landings. The unpredictable conditions of the previous day were gone, there were thermals around, and the usual indicators were working. We had a good day. Climbed the rankings a little, to 11th in the team rankings. Carl was in our highest ranking at 17. Fightback after "Black Tuesday" had started.

Day four dawned again foggy, but that cleared to a fine day. Again the team performed well, despite a few dramas. Nick came in hot due to thermal lift immediately in front of the landing spot, had to go around quickly and land hard to avoid going overtime. Some minor damage to the wing of his SL. Thin cyano and back in action. Again all flyers performed well, all flights got time and landings. Further climbing of the ranks, but by end of Round 13 only Carl



had a chance of making the fly offs. The Team ranking had climbed to 10. The day ended with Andrew flying with a backdrop of a massive approaching thunderstorm. Spectacular end to the day!

Day five and final day. Foggy at first, but cleared to light wind and dead air. Only round 14 to go and Andrew, Carl and Nick all got times and landings despite a few anxious moments with all flights. We had not made the top 12 to be in the flyoffs, so the Americans asked to "borrow" our towers Wayne and Richard since two of their flyers had made the flyoff. They towed for second place getter Jody Miller. Carl was asked to call for the Croatian flyer Arian Hucaljijk, who won the flyoff, and is Senior World Champion. So Team members made an important contribution to the results of the flyoff.

Team Germany won the Senior Team Championship, and Jaroslav Vostrel jnr (son of Perfection/Dynamic manufacturer Jaroslav Vostrel) was the Junior World Champion.

The team ended up in 9th position from 16 teams. Carl was 17, Nick was 26, and Andrew was 39. Except for "Black Tuesday", we performed very well and our overall performance was solid. Learnings from the event included our need to practice more cross wind launching (the wind was cross wind to a greater or lesser extent every day of the event, and launching simultaneously with 10 other gliders was not easy). We functioned well as a team, and benefited from the presence of our Support group of Andrew's family, and Nick's parents.

Sotir Lazarkov from Bulgaria ran the event very well in sometimes difficult conditions, with rain and thunderstorms often causing disruption. It was very pleasing to see the Juniors competing, some as young as 8, but very competent flyers none the less. I hope we can get some of our own juniors involved in the future.

A great event, we came, we competed, and we had a good time!



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CONTACTS

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

BRIAN THOMSON Ph. 02 69223941 briandt_99@bigpond.com

Border Model Flyers Inc.

PO Box 41 Pinnaroo SA 5304

Invites you to our
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**FUN FLY GYMKHANA
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- ~ BMF flying field is located 1km south of Pinnaroo on Mallee Highway B12 signs erected at gate & open at 9.00am
- ~ Camping available at the flying field or accommodation at Pinnaroo Caravan Park, Motel or Hotels
- ~ BBQ Lunch & drinks available all weekend
- ~ Open to all kinds of Aircraft, All sizes
- ~ All flyers must have current MAAA affiliation



~ Intention of attendance would be appreciated for catering purposes

"we fly for FUN"

for more info contact Call or SMS

Chris Black 0407 604 484 or Marty Morgan 0427 337 633



NAAS MAMMOTH Fly-In 2-4 November 2018



FLY-IN

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All aircraft types welcome.
If you want to be part of this
great experience bring what
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Field will be open from Friday
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Enjoy the great NAAS site:
Camping available \$15.00 per night
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No dogs at the field please.

Final centenary year of WW1 so we are
planning for a big WW1 theme.

Pilot entry \$20.00

Saturday night **roast/baked** Dinner
at the field \$30.00 per head including dessert

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

For more information please refer to:

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

Phone contact: 0416015712 or 0414286116



: Katie Knappstein <Katie.Knappstein@nt.gov.au>
: 2018 Alice Springs Masters Games
: Mon, 26 Mar 2018 00:14:47 +0000

Good Morning,

I am contacting you on behalf of Model Aircraft Flying as part of the Alice Springs Masters Games.

Alice Model Aerosport is excited to be part of the Alice Springs Masters Games for the first time!

Competition will be held at Peddlers Field, just 4.5kms east of Alice Springs and will cover IMAC, Gliding and Vintage Old Timers. Competition will start on the 15th October and finish on Saturday the 20th.

Registrations are now open and an Early Bird Prize is on offer for participants who have registered prior to the 31st March.

We would appreciate it if you could add this Event to your online calendar and pass this information onto your members to encourage participation for players.

I have attached a copy of the Model Aircraft Flying poster for you to forward to your members and put up at the clubrooms. If you could also let your members know our website details, <https://alicespringsmastersgames.com.au/> and Facebook page <https://www.facebook.com/alicespringsmastersgames/> so that they are able to easily register and stay up to date with information regarding the Games, it would be greatly appreciated.

The Alice Springs Masters Games is the longest running Masters Games in Australia and the biggest sporting party of the year. Alongside competition against peers, all competitors and accredited visitors have free entry to the Opening Ceremony, Mid-Week Party and Closing Ceremony. Their accreditation passes also give access to the free transport service that is available throughout the week of the Games.

Please don't hesitate to contact me if you would like some more information, or if you have any questions or concerns.

Thank you for your time and your assistance.

Kind Regards

Katie Knappstein
Sports Officer ASMG
Sport and Recreation
Department of Tourism and Culture
Northern Territory Government

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w: www.sportandrecreation.nt.gov.au

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Willunga Vintage Model Aeroplane Club Inc

By Don Howie

All members renewed their membership at the AGM in June, perhaps it was the excellent lunch provided by Bill Britcher on the Sunday in June.

Bill and Chris Britcher flew at Cohuna in May for the SA/VIC Old timer State Champs, the photo shows the results of the last event on Sunday, this being '38 Antique.



*Cohuna '38 Antique
Bill & Chris Britcher*

All were flying RC-1 models at 7 feet span. The original was the first flown (attempted) with radio gear in 1936 by Chet Lanzo, the engine being a Brown Junior Spark ignition (petrol) engine of 10cc capacity. The model was too small with the early heavy radio gear and did not climb out when launched.

Chet Lanzo won the first radio control contest at the US Nats in 1937, flying a larger R/C stick model at 9 feet span. It was the only model that got into the air, the flight being quite erratic. The winner of the event at Cohuna (centre of picture) was Steve Jenkinson (Vic), who used an AMCO 3.5cc original diesel from 1949 that had a 5-minute engine run.

Jack Simmons has recently recovered his 1949 Gamma Gull glider, converting it to normal glider or electric glider. By removing the prop and lipo but adding a receiver battery he can now fly it in Vintage glider events. Bill Britcher also flies a similar model in or Vintage glider events, he won the last contest. Flying old gliders with electric power, means they get much more use.

Our monthly meetings are held at the flying field on the last Thursday of the month at 11 am. It was suggested that we have a contest after the meeting, usually one event if the weather is suitable. The event in July was to have been Duration, but another event was held on the 12th of July as the weather was quite calm, this was 1/2A Texaco.

After 3 rounds, both Bill Britcher and Ray Bobrige had recorded two 7 Minute maxes with reduced engine runs. It was decided to hold the model on the ground



Ray Bobrige - Kerswap

for 1 minute before release, this to reduce the engine time and the height obtained. I flew my electric 1/2A Red Ripper, with motor run of just 1 minute and only obtained one 7-minute max. Eventual winners of the event were,

- 1st Ray Bobrige- Stardust Special
- 2nd Bill Britcher- Stardust Special
- 3rd Rex Brown – RC-1



Gamma Gull

We had 3 other flyers, including Ivan Stacy and Jack Simmons who also flew an electric model.

Ray also flew his Duration model, this being a 1947 Kerswap, powered with an OS MAX 25 glo, this is shown in the photos.

Latest model for the Oily Hand Weekend in Cowra is 52 inch span Mam'selle by Peter Leaney, shown in his workshop, powered with a PAW 1.49 cc diesel with throttle, great flying model.



*Rex Brown, Ray Bobrige & Bill Britcher
1/2A*



Jack Simmons -Gamma Gull



Peter Leaney's Mam'sell 52

Ringmaster Fly-A-Thon 2018



The Brotherhood of the Ring

Is sponsoring it's 11th Annual Fly-A-Thon event.

The South Hummocks MAC will be participating

on

29th & 30th of September 2018

*We have permission to fly a week early and all MAAA members
are welcome to attend.*

*Matt Kania's beloved Ringmaster control line model has been built and flown by more modelers than any
other control line model aeroplane!*

This is not a contest!

No registration is required. There are no entry fees or prizes! This Fly-A-Thon is to *honour* the most popular CL model ever!! Be part of something big and help make history by having more worldwide Ringmaster flights in a single weekend than last year's record of **4366** flights!

A record **742** different pilots participated!!

This event is **Worldwide!**

Location: South Hummocks MAC

CNR Gulfview and Almond Tree Rds, South Hummocks.

Any Ringmaster from 1/2A to Giant and all variants in between can be flown.

If you get a new pilot to solo on a Ringmaster, that first flight will count as 2 flights!

**** A minimum of 5 laps is required to count as an official flight! ****

Let's keep the spirit of C/L alive!

Ok **everyone!** Just dig that old dusty Ringmaster out and **go fly it!**

*The results will be compiled and published by the **Brotherhood of the Ring.***

Any questions should be directed to Ned Kelly email: sthummocks@bigpond.com

***The Ringmaster Fly-A-Thon event at SHMAC on 29th-30th Sep will also
be a Buy and Swap meet. So bring along any stuff you no longer want.***

3rd Annual Australian F5J Trophy



The Australian perpetual F5J trophy 3rd annual event is to be held at the NSW State Field Cootamundra
Presented by the AEFA in conjunction with the LSF Australia

Two days of flying 3-4 November 2018

Note - This event is part of the team selection trial for the 2019

F5J World Championship - but only those who nominate as aspirants are affected



Open F5J

up to 4.0m class



First prize:
100W Powerful Charger
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Please Note - Change of Venue
This event now being held at the NSW State Field at Cootamundra
Field Location: 34°43'16.4"S, 148°02'34.2"E

Other Sponsors:

flyelectric.com www.flyelectric.com
Sky Soaring Robots www.skyrob.com
AEFA www.aefanet.com
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Product types distributed to Participants:

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Battery Checkers Folding prop blades
Prop adapters Speed Controllers
Servos Spinners

Special Feature: More seminars by the 2nd F5J team that competed in Slovakia.
Learn about their overseas experiences and prepare for the World Championships

Pre-registration required - Entries close 27 October - see the AEFA web site for a registration form:

www.aefanet.com

Prizes for placegetters - and a give-away of products by draw from the hat - \$50 entry fee
Data loggers available for loan - just bring your electric glider. Food available on the field.
Camping free - toilets and hot shower provided.

Constellation Model Flying Club Inc

Scale Fun Fly – 15th July By Don Howie

The day was cold, dry with a northerly wind, after all it is winter. A large number of modellers attended the day but only limited flying took place. Frank Weeks flew his Lightning which was fast and looked great, he found out later he had limited the throttle to 30% so not as fast as it could have been!

Highlight was the 141-inch span DC3, finished as the US Air Force, Military Transport Service built from Nick Zirolis plans (USA), by Garry Bergen over many years. The model shown in the photos had panel lines



Garry Bergen - DC3

and rivets added by Garry, this taking a very long time as he builds to a very high standard. The model has air retracts and is finished in Silver and red acrylic auto paint. The model came in at 51lbs and he has fitted 30-year-old Quadra 41cc petrol engines which started as industrial low cost 2 strokes, before being converted to model use.

Garry ran up the engines, fitted with 17x10, three bladed props, running to 6000 revs, preparing to taxi out and take off. It was found that the front bearings were sloppy and air was getting through the bearings into the crankcase so

it was decided not to fly the model.

John Willis had his new DH 60 Moth powered with an OS 20 four stroke, the plans drawn by David Boddington over 20 years ago, being featured in his scale magazine. It was decided it was too windy to fly the model on the day.

Steve Wilkin had his nice looking "Mystery Ship" Golden Era racer powered with a JC 100 twin petrol engine, certainly a nice-looking model.

Another photo shown is the 1/3 scale Hanger 9 Decathlon (3.5m) span model by Steve and Dave Marriner from Skyhawks. In the photo they are re-fitting the large cowling to the model. The model is using the concrete pad that the jet turbine models use to prevent burning to the grass.

Ron Ousman from Constellation still scratch builds all his large models, this Sukhoi 26 MX aerobatic aircraft, uses a foam core wing with balsa and ply fuselage construction.



John Willis - DH60 Moth



Steve Wilkin - "Mystery Ship"

The whole aircraft is covered with 1/2 ounce glass cloth and epoxy which is far superior to the iron on covering that bulges in summertime. I bet it will easily handle a very hard landing. The model is fitted with a ZDZ 60cc petrol engine.

Tom Cole from Constellation likes the large ready to fly, balsa and ply models from Vietnam, that are now located in a new 2 storey premises. Started by a Vietnamese Canadian modeller, he started VMAR models about 20 years ago. The family in Vietnam (brothers) started Seagull models and the other Black Horse models, all in the same location.

Tom recently obtained this 88-inch span Polish Wilga STOL aircraft, often used as a tug for gliders. Tom uses a E-flite power 160 electric motor (equal to 26cc) turning a 19x7 scale prop. Great looking Black Horse model.

Tom recently obtained this



Steve & Dave Marriner - Decathlon



Ron Ousman - Sukhoi 26



Tom Cole - Wilga

Dawn Patrol



*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

**Bulletin Two
Amendment One**

This Bulletin is the final one and overrides any other notifications that may have already be disseminated.

The planning is all but finished. If you are interested in camping at the field please let me know so that we can get an idea of the number of caravans we need to make room for.

Email: sthummocks@bigpond.com

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.

If you also wish to bring a non WW1 aeroplane, please do so but only WW1 Aircraft will be eligible to fly in the small combat event and the actual Dawn Patrol flight.

All pilots will need to verify their current MAAA Membership, so make sure you bring your MAAA Cards. Any models that weigh more than 7kg will need to have a valid permit, no permit no fly, so make sure you bring that as well.

There will be a Pilots Briefing at 9.30am Saturday 10th November.

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. There is a camping fee of \$10.00 per site for the weekend and a pilot registration fee of \$5.00, so the camping fee, can be paid when you register.

If your parent club has it's own Wind Flag, bring it along and we will set up a 'League of Clubs' flag row.

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.

Egg and Bacon sambos will be available for breakfast on Saturday and Sunday between 7-9am. The BBQ will be fired up and lunch will be a choice of Sausage Sizzle, Hamburgers and chips both Saturday and Sunday. A small fee will be applied to each culinary delight including cake and bikkies, Tea and Coffee will be free. Cold drinks will also be available.

Saturday evening Dinner will be run as a pseudo Military Dining-In Night. So if you are Military/Ex-Military or Para-military and you have a Mess Kit or Uniform, please wear it otherwise the dress for dinner will be smart casual. If you have medals, please wear them. The fee for the Dinner is \$20.00 a head and restricted to 40 heads and you must have a ticket to attend. For those who have paid, tickets can be collected when you register. Notification of this Dinner has already been sent out to State Secretaries for further dissemination. If you wish to attend, you need to get in quick and pay in advance. If you think it might be booked out, ask anyway. Preference will go to those who have paid. For club account details,

Email: sthummocks@bigpond.com

Sunday will start with the Dawn Patrol flight and all WWI aircraft are eligible. Take-off time will be at sunrise (6.04am), depending on how dark it is. There will be a small Remembrance day ceremony, the Ode will be read and a minutes silence observed at 11am. The rest of the day will be general flying with possible skirmishes as to the pilots whims.

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.

One of our major sponsors, O'Reilly Model Products/Model Flight in conjunction with Seagull models have kindly donated a Seagull Nieuport 28 arf kit, suitable for a 20cc petrol engine.

<https://www.modelflight.com.au/seagull-models-nieuport-28-arf-kit-20cc.html>

This is a Pre-Event raffle and tickets are available from your Club Secretary or direct from SHMAC Club.

We will be dressing the place up with WWI memorabilia. Why not dress up in period dress or uniforms yourselves.

Our field has Unisex toilets, Unisex Hot shower, Kitchen facilities, BBQ, Mains water and Limited Generator Electricity. You will need to look after yourselves when it comes to power for caravans and battery charging.

We have 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.

Port Wakefield:-

**Pt Wakefield Caravan Park, Wakefield St, Pt Wakefield 08 8867 1511
Pt Wakefield Motel, Main Rd, Pt Wakefield, 08 8867 1271**

Balaklava:-

**Balaklava Caravan Park, Short Tce, Balaklava, 0400 264 075
Balaklava Royal Hotel, Edith Tce, Balaklava 08 8862 1607**

This event has the makings of being a fantastic weekend. It's all about having some fun and 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.

**South Hummocks Model Aero club flying field address is
Cnr of Almond Tree Rd and Gulfview Rd
South Hummocks SA.**

**To find a map
Go to masa.org.au
Click on Clubs
Click on Club map locations
Click on South Hummocks Model Aero Club.**

SOUTH HUMMOCKS MODEL AERO CLUB

Well a month has flown by already since my last report and unfortunately for me (insert violin sounds here) that's about the only thing that's flown this month! I did say last newsletter that I would try and make at least one 'fly day' a month, however this month I've not been able to keep up to that. I did however manage to make it to the field twice this month for working bees, so I do have a little news to report, and on thing 'flight related' which I will elaborate on further into the article.



The weekend of the 14-15th of the month saw several members heading to the field for the advertised working bee to install the new 'main line' for the water across to the pit area. Many stayed for the weekend, some came for the Saturday and some just for the Sunday, either way all who were there endured near arctic conditions. No matter what day(s) you were there, if you gave a hand it was much appreciated. Big thanks must go to Garry Oakley for the kind use of his dingo mini digger, some 200m of trench was dug on the Saturday, the same length of pipe was laid, a box full of fittings screwed together, trench filled in and rolled, and voila we have a new line from the water meter to the pit area! No more need to stop half way along the driveway in or out to switch water on and off. Given all the pipe work

was completed on the Saturday, all that was left for Sunday was to spread a mere 24 tonne of 'dolomite' around alongside of the lawn area and in under the pergola. Again, the dingo got quite the workout, but there was still plenty of raking, levelling and pulling around of random wood with rope. The area came up quite nicely, with just a little compacting to do 'at a later date'.

Upon returning all the fittings we didn't use for the installation, the irrigation supplier that helped us out (thanks to Paul from McLaren Vale irrigation) was asked to give a quote to put a full sprinkler system in for our lawn area. Within minutes (thanks again Paul) a layout of everything required for a fully automated system was drawn up and quoted. With the price we were given, a couple of quick calls were made and the decision to go ahead was a no brainer. A check of the calendar and long-range weather forecast later we decided that we would go back



again in 2 weeks and knock it on the head, 'at a later date' was a lot sooner than was expected. With quite a few less hands this time, the grass was neatly cut out, another 60 odd meters of trench was dug, another box of fittings pushed together this time instead of screwing, the trench backfilled, and the grass replaced. We now have a fully programmable automated watering system ready to have the grassed area looking tip top for the upcoming Dawn Patrol.

Speaking of the Dawn Patrol, we're coming to the pointy end of the planning, with everything coming together nicely. An email has been sent out to all clubs to try to assist us in selling some raffle tickets prior to the event, if you're interested either contact Ned (sthummocks@bigpond.com) or your club secretary. A 20cc

Nieuport by Seagull Models has been kindly donated by Seagull Models through Modelflight/OMP as a raffle prize. Thank you very much to both companies for your generosity.

Dates to remember: Obviously November 11th if you haven't already put in your calendar is the Dawn Patrol event. The October long weekend will see the running once again of the world-wide ringmaster flyathon. If you don't have one of these things, maybe its time you started building, and while you're building one, maybe build 2 and give me one!! This weekend will also be a swap meet, bring anything flying related be it r/c, control line, free flight, building materials and or tools. Why not free up some of your clutter and take home some future clutter!



I mentioned earlier about one flight related story I had from this month. On the weekend of the 28-29th Neil Tank was determined that he was going to get a flight in while the winds were down a little. As many of you are aware Neil has a 'thing' for gyrocopters and has quite the collection of them too I might add.

Well Neil

took to the sky with what he claims to be his original 'Auto-G' which is like the old axe which has had 3 new handles and 2 new heads. This time alas I think it's beyond a new handle, mechanical failure this time rather than disorientation saw the old' girl roll into the ground at quite high speed. With grandson Ryan at foot he proceeded to the final resting place and picked up a lot of

twisted parts and miscellaneous foam bits. But as always Neil is not put off, he will be back again soon with another to 'entertain' us all with.



I'll leave you all with one final thought: Remember, there's no such thing as a crash, merely opportunities to upgrade.

Cheers, Brett



Web Site nmas.info.

check us out on

A group of NMAS Members including Trevor Tomsett, Victor Champion, Dave Winter, & Bruce McPherson recently went to the Float flying event at Lake Bolac Victoria which was organised by the Ararat Model Aero club. Good weather was enjoyed even some fog flying. Rumours abound that our float flying guru tried some pylon/slalom and ended up with some bruised aircraft, a very rare occurrence. Bruce has provided some good pics.



Oh Trevor !!!

Float flying really is one of the most underrated sections of our hobby. It truly helps develop your landing skills and techniques and is enjoyed in some really beautiful places. A group of members used to take a houseboat once a year and devoted their time to float flying and crazy swamp boats. In SA there are now regular events in Mt Gambier and Lake Bonny



Valiant 30cc float plane

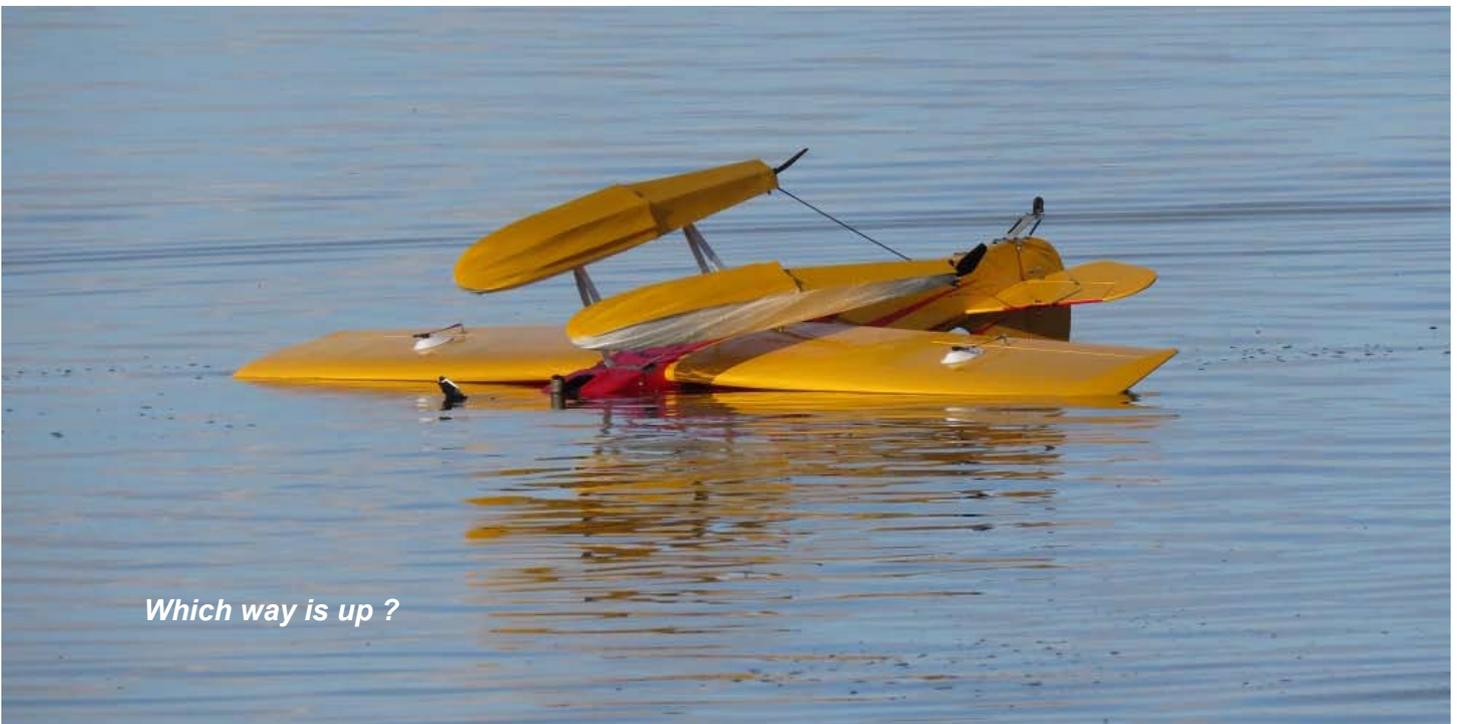


Tundra crunch

Barmera and if you enjoy interstate travel there are sites everywhere. If anyone is interested in getting involved, have a chat to one of the boys and they will help you get the right equipment and how to access some of these unique flying sites.

F3A SAPA held a competition on 30th June 2018. A really good days flying was enjoyed by pilots with one sadly meeting our notorious northern boundary trees. A tricky WSW wind saw scores just below the promotion threshold with the exception of Dean Smith who scored his 2nd Sportsman promo point.

When the MAAA 2018 Club Assistance Scheme was announced we put forward a proposal for a Defibrillator. We are very thankful to the MAAA who approved our proposal and will assist in the bulk of the purchase price. Defibrillators are one



Which way is up ?

of those items you hope no one never needs to use but with the average age of Radio Modellers getting older there is an inevitability that somewhere in Australia these things will save someone. Nearly every Sporting and Social Club Australia wide is investing in one and the stories of lives being saved are all too regular.

A couple of very windy weeks in July saw only limited flying opportunities.

WHAT HAPPENED TO AIRBORNE?

By Brian Winch

IN THE BEGINNING....

....actually, in early 1971, Lyle Bailey and David O'Brien gathered a fair amount of modelling articles, as many advertisements as possible and put together the first AIRBORNE Models magazine – Volume 1 Number 1. Reading through now I see so many names most of us got to recognise as modellers of note for various reasons of whom, thankfully, many are still with us at the present time and, as well, many are still involved in our great hobby – aeromodelling in its many forms. It is also interesting to go through the advertisements for model equipment with Titan radios taking prime position inside the front cover with a 4 channel complete outfit offered for \$375.00. These radios were designed and constructed by Ian McCaughey who is still an active modeller and Treasurer of a club of which I am a member, CKSMAC.

Another well known identity, Bob Young of Silvertone radio fame wrote an article about his development and use of what was to become a first and used by (probably) every R/C club, the Silvertone System

Keyboard which, while it was a great frequency control guide, was a little more complex than many realised as, in those long forgotten days we had cross phase modulation to consider, drift and tolerance of frequencies, split frequencies and, the simple problem of the incorrect key in the board (read, crashed model). To help alleviate some problems, Bob's Mark V11 transmitters had a frequency interlock socket, a socket in the T/X where you inserted your frequency key which cut the power to the RF (Radio Frequency) section to prevent your radio being turned on. Modern day modellers might well wonder, "What is a frequency keyboard for?"

Another name well known in the hobby business, Ken Anderson, CEO of The Hobby Headquarters had an article on 'Better Model Boating' in this first issue and he offered assistance to any modeller



The last issue of Airborne – good for many years, tapered off a bit in the run down.

with an interest in boating.

Quite a good amount of information in this and it is, at this point, I remind modellers, you cannot better a magazine for enjoying, sharing or seeking information about your chosen hobby.

MOVING ON.

The magazine went well for a while until it was probably realised by the owners that it required a lot of work and effort and it began to slip down a bit on presentation until Lyle Bailey and Dave O'Brien took it to task rather than see it fade into obscurity. Unfortunately Dave was killed in an aircraft crash and the magazine, once again, began to collapse until it was rescued for a short time by Ron King and Keith

Hudson as temporary keepers of the faith, so to speak until it rose from the ashes when it was taken over by Noel Shennan and his brother Tony. All went well for a while until Tony had an urgent reason to migrate to USA leaving Noel to the task which, really, was too much for one person. Rather than let the magazine slide again, Noel sold it for a negotiable price to Merv and Joan Buckmaster and it began to move onwards and upwards.

Here I will hand over to Merv for his kind offer to use two contributions when he held the reigns and worked full time with his wife, Joan to not only keep the magazine going but to bring it up to the very high standard it became.

AIRBORNE NUMBER 250 (2013) (from Merv)



It is probably a good time to recognise how fortunate we have been to live in the AGE OF AVIATION. The first aeronauts were pioneers breaking new ground, just as you do when you launch a new aircraft. From those days of Hargrave's box kites to Branson's plans to set up space tourism, flying things have fascinated the human race.

From that beginning this fascination prompted correspondence between aeronauts and engineers all over the western world, and so began the first aviation newsletters and journals, their contents including the making and flying of miniature aircraft.

If it is an internal combustion engine of any capacity and a model aircraft, you have got my full attention.

The early attempts at such publications in Australia, such as Model News, Australian Model Hobbies and Australian Modeller, failed mainly because there was insufficient advertising support from free flight and control line activities, even with cars and boats thrown into the modelling mixture.

That situation changed with the surge in radio control flying. We Aussies are lucky that Dave O'Brien and Lyall Bailey started this magazine back in the early 1970s. The Shennan brothers tried to help when disaster struck with Dave's death. Then in 1976 I was lucky to take over when they had troubles, and we are lucky that John Rogers came along in 1985 to bring the magazine into the 21st century. The task was compounded with the appearance of another magazine, and our favourite sport and hobby has benefited from the efforts of those who persevered with the challenge to continue.

Along the way we have had some international stars of model aviation, with World Champions in Free Flight and Radio Control and so many others who have come close to such acclaim in competitions here and abroad. We have had several World Record holders who have also enhanced the international reputation of Australian modellers.

And we have had our heroes on the business and engineering aspects of our activities. Some have been granted awards of worldwide esteem. Some have designed world-class engines, mufflers, propellers, radios and accessories for all categories of flying models. We should be thankful to those brave model makers who undertook such commercial enterprises. The stories about some of them were published

in the Aero-Modelling Digests from 1990 to 1997. (Draw up your own list: you will be amazed). Thanks are due also to the many contributors whose diverse talents made AIRBORNE a rich source of information and assistance with their technical columns, plans and reviews covering the whole spectrum of model aviation.

But do not forget those who ran our organisations; the local clubs and the state and national associations, thus gaining the respect of the flyers in full-size aviation, and of the statutory bodies that govern the whole of aviation, and so enabling us to fly with minimal restrictions and with appropriate safety measures. The club-owned flying fields are testimony to their vision and dedication to a worthy cause. For nearly forty five years this magazine has been the showcase of all these developments and the people who brought them about, so when you pick up your next copy of AIRBORNE enjoy the revelation of the latest crop of aero-modelling goodies, but also remember the inspiration, enterprise and sheer hard work that has been involved in the establishment of your favourite technical activity, beginning more than seventy years ago, even before AIRBORNE could take off.

MODEL AERO MAGAZINES IN OZ

by Merv Buckmaster

According to Ivor F, the first attempt at a magazine for model aircraft in Australia was 'The Model Aeroplane', edited by Ivor Freshman. It began in December 1931, and ran for 19 issues of about 4 pages.

Then in June 1933 came 'Junior Aeronautics' edited by J W Whalley. It ran for twelve months and 7 issues.

'The Model Plane' was next, edited by G Nicholls, from August 1934 to February 1935. This was followed by 'The Model Engineer in Australia and New Zealand', with 38 issues, from November 1935 to February 1939.

During the war such publications were prohibited. Then, in July 1949, Bill Evans' 'Australian Model Hobbies' appeared. It ran for 10 issues.

A long gap ended in January 1957 when 'Model News', edited by Adrian Bryant in Kyogle, NSW, and 'Australian Aeromodelling', edited by Bob Rose in Victoria, appeared at the same time. Bob stopped after 3 issues, and Russ Hammond took over from Adrian to keep Model News going for nine years to November 1965.

In January 1968 Ray Smith expanded his slot car magazine to include model aircraft and called it 'The Australian Modeller'. It ceased in August



The new 'kid' on the block deserves a place in every modeller's library and is great for 'loobrary' reading.

1969 after 8 issues.

Then in April 1971 Lyall Bailey and Dave O'Brien produced the first issue of 'Airborne'. Lyall was more a photographer than an editor, while Dave was interested in full size aviation. He was later killed in the crash of a Pitts Special.

Ron King, paralysed by polio, was co-opted to do much of the magazine work, and when he

died in August 1974 Noel and Tony Shennan took over the magazine. Production difficulties reduced the number of issues during the next two years, and when Tony Shennan left Australia about mid 1976, Noel offered the remnants to me.

I was reluctant to take it on, since I also had a good job and two little girls to provide for. But it was initially just an extension of my hobby, and with good organisation and a very supportive wife, I gradually built up the frequency of publication and increased the content until 1980.

At that time an allergic type of malady obliged me to quit my professional career, and the magazine became a full time job. Strangely, at that time another model aircraft magazine began to be published from Adelaide, and the competition necessitated a continual improvement in presentation and content of Airborne. I managed to do just that with the co-operation of the extensive network of aeromodelling contacts that I had made, around Australia and around the world, during many years of free flight competition flying, and committee work with club, state and national model aviation organisations. I engaged some of the best columnists for most of the categories of model aircraft flying.

For another four years I tried to keep to deadlines, pay the contributors and pay off the bank overdraft. By working at home, which meant Joan and I were always at work, and by attending model aviation events in lieu of holidays, we managed to get the magazine properly established. I included model yachts and radio control cars to add interest, and provide a forum for other types of modellers who did not have a publication for their own interests.

But a new era of aeromodelling was beginning, and the earlier style of build-before-you-fly was being replaced by ARF. And publishing was to become an adapt-or-die computer game. I was obliged to admit that I was not fit enough to cope with the changes and the extra work involved with them. We were waiting for the opportunity to move to the country, and when John Rogers' model shop was burgled and burnt, we invited him to help us.

Early in 1985 the arrangement was reversed: the magazine was his and we were the hired hands. At that time we moved to a small property, Barinore, near Benalla, and it is really for John to write the story that follows. He continued the battle to keep the magazine going, and built up quite a team using computers, while our input decreased.

When he first took over he would drive up to Barinore to collect the paste-up and take it back to the Airborne office to be completed and sent to the printers. Then in what seemed a short time we were sending just a floppy disc to the Tullamarine HQ. The pages blossomed into glossy full colour, and we could only be amazed at the transformation.

You, the readers, are lucky that I was able to get the magazine properly established, and lucky that there was someone with the ability and foresight to bring it into the computer age.

I was lucky to find some of the best contributors in model aviation, and to get encouragement from some of the very best modeller-editors overseas such as Ron Moulton of AeroModeller, Bill Winter of Model Aviation and Bill Northrop of Model Builder.

For me the most impressive aspect of the twenty-two years working for Airborne was the international network of trust and appreciation from aeromodellers of all categories, in countries



One example of the photo quality reproduction as the header for my WINCH REPORT articles.

wherever English is used. After more than fifty years as an aeromodeller I am still busy designing, building and flying, and I read everything in Airborne with pleasure.

January 2005

MY TWO CENTS WORTH.

Sometime in late 1979 I presented a lecture/demonstration to the members of The Sydney Society of Model Engineers on the subject of soldering (a subject dear to my heart) and showed how (almost) any metal could be soldered together or to each other including stainless steel and aluminium. I was, at the time, a full time lecturer at the Police Academy and knew full well that recipients recall around a maximum of 10% of what they hear in a lecture so all lectures should be backed with complete written and illustrated (where applicable) lesson notes which I supplied to the Society members. Apparently someone sent a copy of my notes to Merv and he saw value in them as a magazine article so he contacted me (by letter-



Where it all began –AIRBORNE Vol. 1 – Number 1. Note the slightly different name to later issues.

aka 'snail mail' in those days) and offered me a very friendly sum (at the time) if I gave permission to use it. Hey, a few extra dollars in those days (buying a house etc) [any days, really] was with every cent so, why not? The feedback from readers was very positive so Merv then offered a position as sub editor/contributor on a monthly basis; my tasks included reading and answering letters from readers about various modelling topics and composing an article with a strong leaning towards the pointy end of model aircraft wherein an engine is located. This required a considerable effort as all

written material (including letters to readers) was typewritten on a manual typewriter and as it was before colour, all photos were in monochrome (aka black and white). The usual procedure with B&W film was to take it to your local chemist or camera shop if there was one in your area. A week or so and your film was developed and the photos printed and it was then you saw that some were not as good as you expected so, another roll of film and the procedure was repeated. Fortunately I had been involved in photography for quite a few years; I had a couple of good cameras and I did my own processing but... that still took a lot of time with many hours (often late hours) spent in the darkroom developing film and printing photos.

Over the following years I had quite a few interesting moments with some readers and, the most opportune, a run in with the famous Tony Farnan, owner of Model Engines and importer of O.S. Engines. We were (my wife and I) taking a trip up through Queensland and stopped for a break right outside Ron and Bruce de Chastel's model shop (by odd coincidence...HoHo) and went in for a browse. In the engine showcase was the just released O.S. 60 FS – the open rocker four stroke being the first of its kind so, naturally, I had to examine it and, in doing so my right hand somehow slipped into my back pocket and withdrew my wallet. Several weeks later when we came back home I spent a few pleasant hours with the engine and decided to see what made it tick. As was common engineering practice, when I removed

the valve circlips I discarded them (shouldn't re-use spring circlips but that really applies to large engine practice – not our small engines). I checked all the parts of the engine, took a few photos and began to re-assemble it. Then I hit a hurdle – the circlips were bastard size (correct engineering term for odd size or style) - nothing in my circlips collection went near the size. Okay, bite the bullet and buy some from the model shop near where I worked at the time. The model shop proprietor told me I would have to buy the entire valve assembly as the circlips were sold separately. The valve assembly would cost \$22 and I would need two - \$44...a lot of money that I was not prepared to cough up. Sometimes the



Another example of good photographic reproduction in the magazine and an example of the topic range.

good luck fairy does shine on your birthday cake as I decided to make the circlips hoping I could replicate the correct size and, when I picked up the haemostats I had left on the bench – the ones I used to remove the circlips – there was a circlip magnetically attached to the jaws. I had intended to de-magnetise that haemostat for some time but now I had second thoughts...and a warm feeling. Referring to the sample I made a few circlips from silver steel, hardened them, fitted them and they are still in place after many hours of running. I wrote a sort of review of the engine, mentioned the need to be extra careful to retain the circlips and reencountered my experience at the hobby shop. When the magazine was distributed, all Hell

broke loose. Tony Farnan jumped up and down on the spot many times yelling at the editor (Merv) about how much money he spent on advertising O.S engines and the 100% spares backup he kept in stock and here was the engine columnist of the magazine writing about the problems he had. Merv rang me (the loss of advertising was a serious matter) so I rang Tony Farnan. He was certainly not a happy chappie and gave me a great tirade about how much money he had invested in spare parts and that the circlips were freely available in great numbers. When he paused for a breath I jumped in with, "well, maybe you might let the retailers know as much as that was not the impression I got." He asked who the retailer was and, when I told him, there was dead silence for a fair time. In a much quieter tone he told me I had solved a problem for him. He knew somebody was back-dooring O.S. Engines (bringing them in for an overseas outlet rather than through his agency) and now he knew the culprit as the shop owner was not on his customer list. He then said he would send me an O.S engine (.20 two stroke) to review as a test to see how I could carry out the project and that was the start of my engine testing and reviewing program leading to, currently, 350 engine tests so far. As a side not, the next week Model Engines sent me 6 packs of circlips, Bob Young sent another dozen (he had a model shop at the time) and, finally, O.S. Japan sent a dozen.

PEOPLE YOU MEET IN PASSING.

Over the years (38 to now) I met a lot of modellers and had contact with many by mail, phone and then Email. Some were characters, some were a bit strange and some were outright rude. However, I must point out that the objectionable ones are in the minority as the great majority of modellers with whom I have contact in one way or another are top people – a pleasure to know and with who to mingle. One interesting character who was a great fan of the magazine (and my articles) was The Red Baron – owner of a model shop on the north side of the Harbour Bridge (Sydney NSW) and his foibles were well known

by the general modelling community with whom he came into contact. His real name was Stewart Leon Harris and a great 'bloke' he was. His small shop was down a lane in the shopping centre but you couldn't miss it if you followed the smoke. Stewart was an inveterate chain smoker – I never saw him without a cigarette in his mouth or about to be put into his mouth. Stuart was a Spitfire pilot during WW11 and I think he never recovered from the armistice which finished his beloved Spitfire flying. He retained his large handlebar moustache, spoke with a clipped English accent, everything was 'pip pip', 'tallyho' and 'old chap' etc. when you entered his shop. He advertised model requirements which included flying stories (about the war flying) and the many combats and narrow escapes he had while the never ending cigarette supply was filling the shop with fumes. On the counter he had a huge ashtray – the size of a large dinner plate – and regulars to the shop kept a book (actually accepting bets) on the height of the cigarette ash residue at the close of the shopping day. I don't know the highest recorded but I do know that one winning bet was 12" (300mm) – a Mt Kilimanjaro of white and grey ash. He had two passions – one being compiling an 8mm film about Spitfires which included many clips he 'borrowed' from professional presentations and he scoffed at my warning of legal considerations for copyright infringements saying that he would swear he recorded all the material himself during his term as a combat flier. The fact that a fair bit of his film was 'borrowed' from such epics as The Battle of Britain, Sound Barrier and the likes was considered fair game as he was a 'real' Spitfire pilot and had earned the right to use the film production clips. His other great passion was building and flying models of the Spitfire in many sizes – probably not with great skill but he kept building and flying them with the models getting larger as he progressed. I had carried out a fair bit of engine repair work for him (he crashed many models) and machined up a few spinner adaptors and the like but I shied away from one job he requested. He had an Enya 120 he was fitting in a new model (Spitfire of course) and he was going to mount it way back in the cowl so he could achieve a scale appearance (no cut outs for the engine). He wanted me to machine up a stainless steel shaft extension 7" (177 mm) the thought of which made me shudder. I told him it was not feasible without a long and solid engine mount with a pillow block bearing support for the extreme end and a form of flexible connection to the engine – a big project and I was not prepared to take the project on due to the possible dangers of use by the end user. He had some other model engine do the job – a straight 12.7mm diameter stainless steel shaft with an internal thread for the engine shaft and an external thread for the propeller nut – the full 177mm long. Another modeller who flew at the same club as Stuart told me about the 'great evacuation' at the club field when the engine was started. He said a humming sound was heard that developed into a roaring sound as the propeller began to oscillate

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The current multi rotor interest (aka incorrectly called 'drones') is well catered for with reviews of the latest models and articles on the races.

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and the cowl began to disintegrate. The action increased dramatically with bits of model and metal flying in all directions which had the effect of all the modellers (and Stuart) leaving the area at a great rate as this roaring beast pounded around the pit area chewing up other models and the very earth on which it stood until the gathering forces tore the engine free from its restraint in the model and the devilish machine flew unaided until the engine expired and returned to the earth. The extension shaft was bent at around 90°, the engine shaft was fractured almost to the point of breaking and all external attachments, (carburettor and muffler etc,) had been torn off the engine block. What remained of the engine became a paper weight on the shop counter as a warning that extension shafts on engines were not a good idea.

The cigarettes finally won the battle and Stuart shuffled off, hopefully to be with some of the Spitfires he crashed that might be in another non worldly place and the pathologist who conducted the autopsy told me his lungs were like an old piece of parchment that had lain exposed to weather for many years. I have had a number of critics over the years with some being almost to the point of being amusingly

ridiculous with one prime example of a 'character' who read one of my articles about model diesel engines. This kind soul claimed to be a 'diesel engineer' which gave him the right to dispute the fact that there was a model diesel engine. According to him a model engine would never cope with the stresses of diesel operation and a fuel injector could never be manufactured small enough for the size of the small engine I wrote about. I replied in the next magazine (nicely, of course) and included a photo of a DC Dart with a capacity of .5cc...He didn't make further comment.

The 'professors' are the one who bother me most as,

surely, they are making an erroneous claim to their supposed doctorate. One such poured his wrath on Merv (editor) for him allowing me to say that copper is annealed by heating and quenching in water when it is a well known fact that heating alone is enough to anneal the metal. The fact that copper is a base metal and a pure metal (not an alloy) and one of its desirable qualities is how soft it can be when heated (to green flame) and quenched in cold water. My reply was succinct in that I felt sure several million departed coppersmiths must be turning in their graves with the concern that they were incorrect in their annealing process all their working life. Another 'professor' of Automotive Technology jumped up and down on the spot when I wrote about an engine that had an Aspin head driven by a toothed timing belt. According to him it was absolutely impossible to operate an Aspin head with a belt drive. (An Aspin head is a conical disc with one hole in it inside the cylinder head that rotates –timed – to open the inlet, plug and exhaust in turn for fuel induction, firing, and exhaust). When Merv rang me about this 'dispute' I told him the Webra company in Germany would, no doubt, be very upset to know that their Webra T4

ox 149 Mount Isa Aeromodelling Association Mr B.M. Searies, P.O. Box 1246, Mount Isa. 4825. Warrego Aero Modellers Society Mr K. Webb, P.O. Box 104, Charleville. 4470.

ATTENTION NORTSHORE AERO MODELLERS (and the rest of Sydney if you are coming by this way)!!!!

The RED BARON
HAS RETURNED.....

XMAS SPECIALS GALORE

Including more flying stories, as well as special deals on model kits and accessories.

Call in and talk with Stuart, or ring (02) 969 1740
674A Military Rd., Mosman, NSW, 2088

PLEASE TELL ADVERTISERS YOU SAW IT IN AIRBORNE

The Red Baron's advertisement in the January 1982 Edition of Airborne and I have indicated his offer of 'Including more flying stories as well as special deals on model kits and accessories.' Them were the days – not much chance of similar these days.

(with an Aspin head) of which many had been produced and sold was a flight of fancy as it could not work. I included a photo of a Webra T4 in my next article but the 'professor' had, apparently, gone to ground as nothing more was said.

One personal contact I had was during the period when most modellers were changing over to synthetic oil away from the gooey castor. The first synthetics were excellent except for one simple problem – they foamed quite readily and this caused a few problems, particularly when propellers were out of balance or engine mounts were a bit light on causing excess vibration. After a while an anti foaming chemical added to the fuel solved the problems but, before that, I advised (in an article) to spray a squirt of AmorAll (car upholstery conditioner) ACROSS the top of a four litre bottle of fuel so that a couple of micro drops would fall into the fuel. The silicone in the ArmorAll would change the surface tension of the fuel and prevent foaming. The key phrase was 'ACROSS the top of the container' as a micro drop or two was all that was required. At a country event where I went to take photos, a character sidled up to me and said, "So, you're Brian Winch are you?" "Last time I looked in a mirror that appeared to be correct," I replied. "You owe me 10 litres of fuel," was his next exciting statement. He went on to tell me he read what I said about the foaming fuel remedy so he purchased a bottle of ArmorAll but, as he had no need for it otherwise, rather than the squirt across the top of the fuel, he poured the ENTIRE bottle into the fuel container and it promptly sank to the bottom. I thought to myself, 'this bloke has lost a wheel off his unicycle'. I asked if he read that I recommended a couple of micro drops did the job and he said that I would have wasted his money (*I would have?*) because he had to buy a bottle of the stuff so I should have made arrangements for small amounts to be purchased. I told he that the fuel could be reclaimed and, when he found the wheel of his unicycle the method would be revealed to him. I left him scratching his wooden head.

There is a lot of work involved in preparing and writing a monthly column plus taking photos and, without whining about it, the pay is not what you would call munificent. Part of the agreement (contact?) is that a regular contributor agrees to answer questions and the like from readers which, generally I enjoy. However, some tend to twist my knickers when the caller (phone call) starts off with, "I don't buy or read the magazine but (somebody) told me that you will answer questions about engines (etc.)." I then explain that my service is part of the magazine purchase and ask why the person doesn't buy or read the magazine. The reply is along the lines of, "it is generally full of bullshit that I know all about anyway" or "I know enough about modelling to tell the writers about it." My general FRIENDLY reply is that the answer to his question can be found in page X of magazine ZZ and that, as far as I am concerned, is the end to the conversation.

DAWN OF A NEW ERA

When the owner of AIRBORNE turned the printing press off at issue 274 after 46 years, a lot of people were mightily upset. One in particular was Andrew Sill of Sill Marketing. Andrew is deeply involved in aeromodelling and wrote an article under the logo of 3D DAVE in the magazine He had been offered the rights and ownership of Airborne previously but a commercially viable deal couldn't be struck and publication of the magazine ceased. Andrew contacted me (we had had previous contact on other matters) and said that modellers should not be left without a magazine (RCM News' future was undecided at the time) and was considering a new and different type of production – would I come onboard? I told him I would write articles and provide a bit of background assistance if required but I was not open to taking on the production of a magazine as my workload was more than I could cope with most of the time. He said he mainly wanted me to write a lead article (and soft talked me with various compliments - silver tongued bugger that he is). I agreed on one condition and that was that he received and produced my photos at full value. Andrew said he would want nothing less and that he guaranteed the photos in the magazine would be of the best quality possible so...I commenced preparing my first article under the logo of (Andrew's choice) The Winch Report in our latest and great magazine, FLATOUT RC. We decided to publish it quarterly as a test as magazine production is very time consuming and damned expensive. Most of the cost is covered by advertisements but this is not an easy path. Model Engines closed the doors and many other model outlets were unsure or could not afford to advertise so the

majority of the cost had to be absorbed by Andrew. Mike O'Reilly (OMP) could see the value in a printed magazine so he 'came onboard' as is said, and is providing very good backing. It is difficult to advertise a magazine if you don't have a magazine in which to place an advertisement so sales have been due to word of mouth so far but...all is getting better and better (not much money in it so far) and the 5th edition is now in production. As I said previously, magazines help to keep our great hobby alive, allow you to interact with like minded people, keep in touch with the latest trends, give you the opportunity to present your findings and photos of your models, promote club activities, keep you up to date with new products and are great to read in the 'loobrary' (my name for you know where). Andrew is looking for articles from YOU – the modeller, would be extremely pleased if you subscribed to the magazine (believe me – it would help a lot as postage cost is very high until you reach a number to allow for 'posting as a periodical') or, at the very least, pick up a copy from your local newsagent. Let's keep this magazine alive and healthy – it is up to you and, I am sure, you won't be disappointed. To see what it is all about, click on the following : <http://www.flatoutrc.com.au/> and if you are interested in engine reviews (part of my article service), click on www.youtube.com/user/BrianOilyEngines now get cracking and join us in the pages of FLATOUT RC.

My contact is oilyhand@bigpond.net.au if you have the need and my name is Brian Winch.

MINUTES OF THE MANAGEMENT COMMITTEE OF MASA INC

Held on 1st August 2018 at The Restless Dance Theatre Meeting Room

Meeting opened by the President at 19:30 Hrs

PRESENT: President, Vice President, Secretary, Treasurer, ~~Adelaide Aero Modellers [AAC]~~, Adelaide Model Aero Sport [AMA], ~~Adelaide Multi Rotor Pilots [AMRP]~~, Barossa [BVMAC], Concorde [CMFC], Constellation [CMFC], Helicopter [SARCH], Holdfast [HMAC], Goolwa Indoor Model Flyers Club [GIMFC], Indoor Flyers [SAIF], ~~Moonta [MMAC]~~, Noarlunga [NMAS], Northern Soaring League [NSL], ~~Old Timer [OT]~~, Onkaparinga Radio Aero Modellers [ORAM, Newsletter Editor], Pylon [SAMPRA], Scale Society [SASOSA], Skyhawks [SA], South Coast [SCMAS], South Hummocks [SHMAC], Southern Soaring League [SSL], Strathalbyn [SMAC]

VISITORS: Nil

APOLOGIES: AFPVR, O/T, NMAS. N/L Editor, D. Mifsud

Minutes of previous meeting

It was moved SMAC seconded HMAC that the minutes of the previous meeting be accepted.
Carried

BUSINESS ARISING FROM PREVIOUS MINUTES

Sports Recognition. MASA is working through revising the supplementary supportive evidence required as part of the application.

MAAA Property North. Settlement is now completed and the site at Reeves Plains is now owned by MAAA. On reviewing the initial MAAA lease conditions and options, MASA required clarification and determinations on several matters. These concerns were addressed by the MAAA executive at their meeting held on the 29th July.

The MASA meeting was presented with and discussed at length the revised MAAA/MASA lease conditions resulting in the decision, that MASA would lease ALL of the land at Reeves Plains and conditions therein from MAAA and they be advised accordingly in order to revise their lease with MASA. Post sign off MASA can finalise the sub lease arrangements (MASA/Club lease).

Finniss Property South. Alexandrina Council has placed a notice in the Victor Harbour newspaper indicating partial change of land usage for aeromodelling. The closing date for any objections are to be lodged by 9th August. South Coast and MASA are hopeful of a positive result.

Concorde Funding Request. Considering the changes in the MAAA/MASA lease arrangements, the committee discussed and concluded in consideration of the July minutes motion, this matter would be carried over and finalised on completion of a MASA Sub lease with the club.

BMFC Proposal. The club provided supplementary information as requested.

The committee was generally supportive of the venture and would like to be able to assist and reviewed the proposal at length. In moving forward committee requested that the club clarify the several additional items and report back to MASA.

CORRESPONDENCE IN

SHMAC	--	Dawn Patrol update
SHMAC	--	Dawn Patrol Support costings
SHMAC	--	Loan Application
Treasurer	--	Financials
Border Model Flyers	--	Proposal Update

CORRESPONDENCE OUT

Club secretaries	--	Dawn Patrol update
MAAA	--	MAAA/CASA club flying site information
Concorde	--	MAAA/MASA lease update
AFPVR	--	CASA request for Risk assessment
SARCH	--	CASA request for Risk assessment
Club secretaries	--	Revised Dawn Patrol update
MAAA	--	Dawn Patrol updates for OM's/ Wingspan

BUSINESS ARISING FROM CORRESPONDENCE

Dawn Patrol. MAAA are assisting with on field facilities and conveniences along with other set up costs and marketing/advertising of the event. Following a request for support from SHMAC, the committee discussed the topic of trophies for the event resulting in a Motion moved by SMAC, Seconded by ORAM, that "MASA provide trophies in support of the event up to the value of \$1000". Motion carried.

SHMAC Loan Application. The club applied to MASA for a loan of \$2500 to be repaid over a four-year period to install a sprinkler system and solar lighting at the club venue. The application was supported by the following: Motion moved by BVMAC and seconded by Concorde that "SHMAC having met all the MASA loan requirements be granted the loan as requested". Motion carried.

MEMBERSHIP

Clubs Affiliated with MASA (29)

Senior 752 Junior 22 Life 6

CATEGORY REPORTS NIL for August

GENERAL BUSINESS

MASA F3J Support. Bill Kent on behalf of the SA Team competitors thanked MASA for their support and provided the customary report on the event for the MASA newsletter. Please refer to the August edition for a full report and photographs

AMA. The club advised that Alan Diggle has recently been awarded with life membership of AMA.

Safety Matters. The committee was alerted to an area of concern in relation to flying above the 400ft Height Limit. This has been observed in general flying and at all levels of our discipline. During discussions, it was agreed that MASA remind clubs that we are required to operate within the CASA 400ft AGL Height Limit. Fortunately, provisions do exist to apply for a CASA height extension via (MAAA Form 007) which must be in place prior to any event or alternately consider the use of existing venues authorised with an extended height clearance.

Instructors Refresher Course. The next course for the MAAA Instructor rating will be held at Holdfast on Saturday 22nd September at 9.00am.

Enquiries should be directed to the SFI Garry Oakley. treasurer@masa.org.au

Senate Enquiry. The Senate enquiry has just been released.

The President gave a brief overview of a 138-page enquiry document sighting the ten lengthy and detailed recommendations, some of which will take considerable time to implement. Worthy of note was the acknowledgement and recognition of the national body (MAAA) along with their contribution to aeromodelling, safety practices and flight training systems.

Interested parties should contact the President for further information or to obtain a copy. president@masa.org.au

Risk Assessment. CASA has requested that SARCH and AFPVR who operate in the Adelaide Parklands and within the specified vicinity of Adelaide Airport are to provide CASA with risk assessments. This

request is in line with the current exemption which is approaching expiry. Both clubs are assisting MASA in completing this task towards gaining CASA Area Approvals.

Meeting Closed 21:37 Hrs
Next Meeting Wednesday 5th September 2018
at The Restless Dance Theatre 195 Gilles Street Adelaide

SCALE AIRCRAFT SOCIETY of SOUTH AUSTRALIA



The Scale Society of South Australia would like to offer clubs, within a 1.5 hour drive from Adelaide CBD, an opportunity to share some of our knowledge and offer tuition and advice on straightforward building techniques for anyone who is interested in building models, either kits or scratch building.

Our Travelling Circus will come to your club at a time suitable to the club (weeknight or weekend for a couple of hours for example) and demonstrate some simple building ,covering and finishing methods, tools required and techniques that are advantageous to building any sort of model aircraft.

For Clubs outside the 1.5 hour drive from Adelaide CBD please arrange a visit via further negotiations & agreement.

If you can build, you can repair!

Please contact

Trevor Woolfitt 0402 815 957 or

Ray Melton 0411 711 580



HMAC hosted the second of two refresher courses recently. The Club has 22 MAAA GOLD WINGS rated Instructors on the books and now 11 of them have completed the course. A few more will be able to attend at a future date when HMAC hosts further courses for other Clubs.

MASA trainers were:

Neil Tank, Bill Kent Garry Oakley John Modistach and Paul Kumela.

HMAC attendees were Shawn Jones, Peter Robertson, Graham Paterson, Max Thomas, Matt Jamieson, and Allan Ayles

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E-flite[®] scale airplanes are available in a wide variety of subjects that all deliver unmatched flying experiences through the authenticity of accurate outlines and intricate surface details from panel lines to rivets and more, functional features oftentimes including lights and flaps, plus exclusive technologies that combine the distinct character of each model with incredible flight performance to make it easy to enjoy the best scale experience possible.



Maule M-7 1.5m



Cirrus SR22T 1.5m



Clipped Wing Cub 1.2m



PT-17 1.1m



Carbon-Z[®] Cessna 150 2.1m



AT-6 Texan 1.5m

www.modelflight.com.au or 130 Goodwood Road, Goodwood

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**BEST
BRANDS
IN RC**

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MASA EVENTS CALENDAR 2018

DATE	EVENT	VENUE	HOST
AUGUST			
12	2m and Open RES	Milang	SSL
18	Indoor at Goolwa	Goolwa Community Stadium	GIMFC
18	Precision Aerobatics Competition	Barossa Valley MAC	SAPA
19	2m and Open F5J	Milang	SSL
26	Open Thermal	Milang	SSL
SEPTEMBER			
1	Indoor At Cornerstone College	Mt Barker	SMAC
1	IMAC Aerobatics Comp 3 "Barossa Bonanza"	Barossa Valley MAC	IMAC SA
2	Fathers Day		
2	HMAC Pylon and Club Competition	Holdfast	HMAC
7 - 8 - 9	Border Model Flyers Fun Fly see Advert	Pinnaroo	BMF
9	Radian	Vic Park	SSL
9	Pylon / 100 Lap	Constellation	SAMPRA
13	Indoor At Paradise Primary School	Paradise	SAIF
15	Indoor at Goolwa	Goolwa Community Stadium	GIMFC
16	Scale Fun Fly Day	Noarlunga MAC	SASOSA
16	Scale Glider Aerotow	Milang	SSL
16	Precision Aerobatics	SkyHawks	SAPA
22	APA Championships	ALBURY NSW	SAPA
23	2m and Open RES	Milang	SSL
29 - 30	Wagga Scale Rally and Swap Meet	Wagga Wagga NSW	Wagga MAC
29 - 30	Ringmaster Fly-A-Thon 2018	South Hummocks	SHMAC
30	Colin Reedman DeHavilland Scale Day	Constellation	SASOSA
OCTOBER			
7	HMAC Pylon and Club Competition	Holdfast	HMAC
6	Indoor At Cornerstone College	Mt Barker	SMAC
13 - 14	Mildura Open Thermal	Wentworth	SSL
14	Pylon Racing	Constellation	SAMPRA
11	Indoor At Paradise Primary School	Paradise	SAIF
21	Slope F3F Glider	TBA wind dependant	SSL
20	Indoor at Goolwa	Goolwa Community Stadium	GIMFC
20 - 21	Precision Aerobatics SA State Champs	Monarto AMA	SAPA
21	Slope	TBA	SSL

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

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Garry Oakley Ph. 0417 814 373
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ANNUAL FEES: 2018 - 2019

Senior \$88.00 Pensioner \$88.00 Junior \$44.00
Reductions apply after 1st Jan. **FOR NEW MEMBERS ONLY**

Category Chairpersons

Control Line **Peter Anglberger** Ph. 0448 433 282
email: peteranglberger@hotmail.com

Radio Control **Bill Kent** Ph. 0414 883 429
email: wmkent48@gmail.com

Club Affiliation Fee \$10.00 for all Clubs
Please note:- **Member clubs of MASA must affiliate through the MAAA**

CATEGORY MEETINGS

Control Line Second Tuesday monthly at 8.00pm
Seven Stars Saloon, Angas St, ADELAIDE

Radio Control Nil

Website

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