

MAY 2020

NEWSLETTER



IN THIS ISSUE

2
SASOSA
21
NMAS

Administration
24
MASA Minutes

Advertising
27
Modelflight

Lameroo 2006





COVID-19 'Stay Home' News

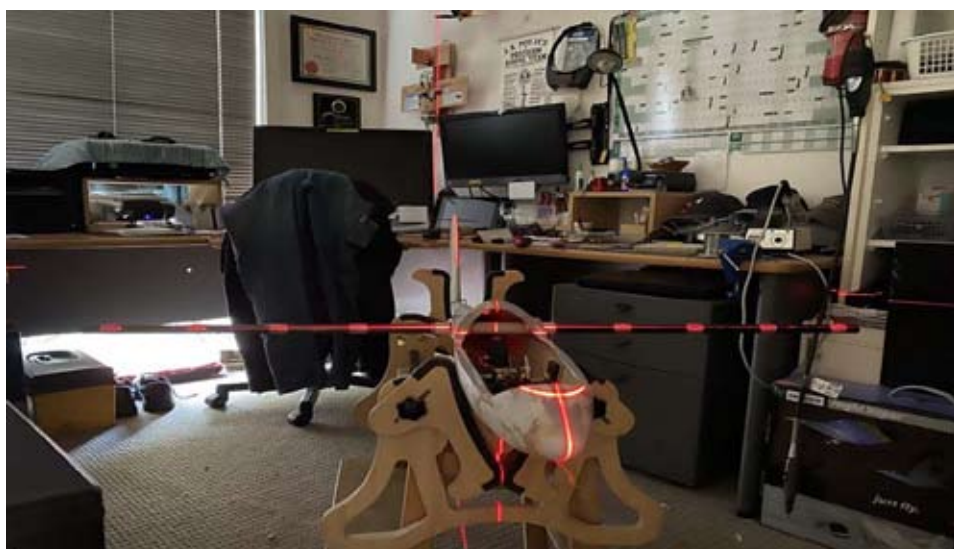
Here is what some of our members are doing while 'staying home' during these Covid-19 restrictions.

Max Wright from the South Coast Club {Southern Chapter}

Here's a couple of shots of my Caproni Calif A-14 4 metre glider I'm repairing after the big crash. Not me flying!

I made a new cockpit and pulled a new canopy for it and the wings were pulled out by the roots, so I've had to remake it with a new spar/joiner.

Lots more to do.





Ned Kelly South Hummocks Club.

So, what have I been building during the Covid-19 building season.

Back in the middle of October last year, I started building the Precedent SV4b Stampe kit that had been under my bed for close to, no, more then twenty years. Inspiration came from a flying session out at Connie where a couple of guys had the same Stampe as mine and watching them fly around together was great. Just stooging around, the sound of both their 4 stroke engines at about half throttle really added some nostalgia to the scene. When I got home I dragged the box outside and cleaned the dust off it. Back inside and opened the box, half expecting the balsa to be dust in the bottom but it all seemed to be just fine. Out with the plans and building instructions and spent a couple of hours going over them. I got a bit concerned at the lack of detail in the building instructions but thought, 'You've built a few planes in your time, just study the plans and all will be good.' Studying the plans highlighted the fact that the plans only had a little more detail then the building instructions. Not to worry, I can sort this out. Next day I went down to Abbotts printers and had a build copy of the plans made.

Time to start gluing things together. It was here that I noticed that a lot of the parts were not the same shape as the drawing on the plans and various other deficiencies. No drama, just cut new parts to the correct shape. Now, it's been almost 6 months so far in this build and I have almost finished gluing things together. I had to rethink the attack on this kit and went back to basics and treated it as a scratch build. The

instructions supplied really did turn out to be gloss toilet paper but after applying the 'Susans' method, (this goes with this goes with this....), we were making reasonable headway and I literally threw the instructions in the bin. I also noticed that the quality of the light ply and balsa did leave a bit to be desired and I put some of that down to the age of the kit but when the balsa is harder than the ply, well, raised eyebrows all round. Barry Carpenter gave me a cowl assy that he used to make a fibreglass cowl for his Stampe. I didn't end up using it, it needed a fair bit of work on it to get to a usable state. I was sitting at the building board one day just gluing bits together without realising that I had assembled the wooden cowl that came with the kit. I left the bits of framework that need to be cut out so that it could be used as a cowl. Having a good look at it after I had finished I thought, 'This will only take little filling and sanding and I can use it as a plug and make my own mould.' So that is all done, just need to paint it and make the mould.

During all this build time I also did some scale research, you know, while the glue dries, and decided on a colour scheme, that of a Stampe restored in Australia by Dick Nell of NSW

<https://www.goulburnpost.com.au/story/139759/free-as-a-bird-in-lifes-adventure/>

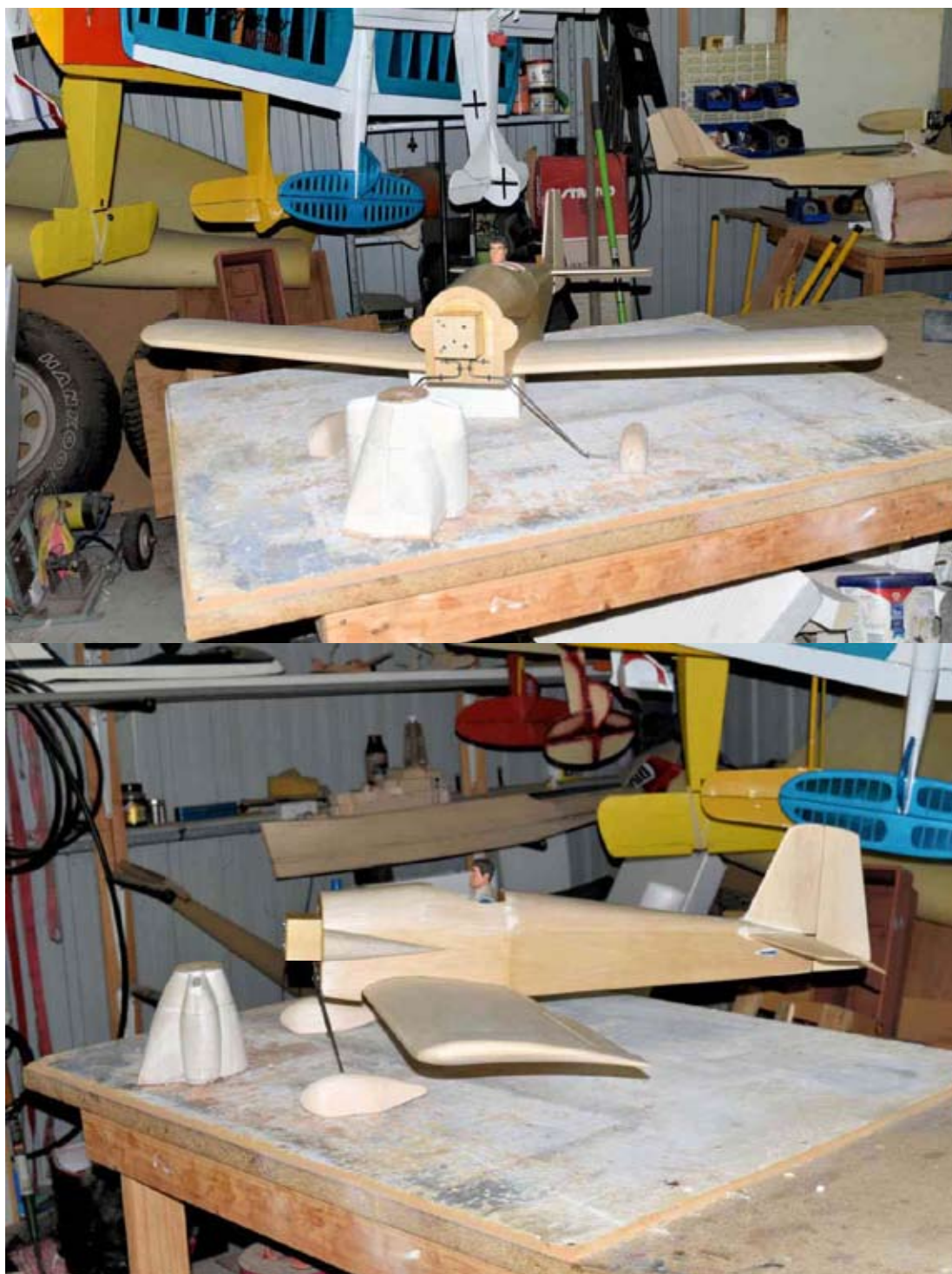
and is now owned by Kevin Bailey of WA.

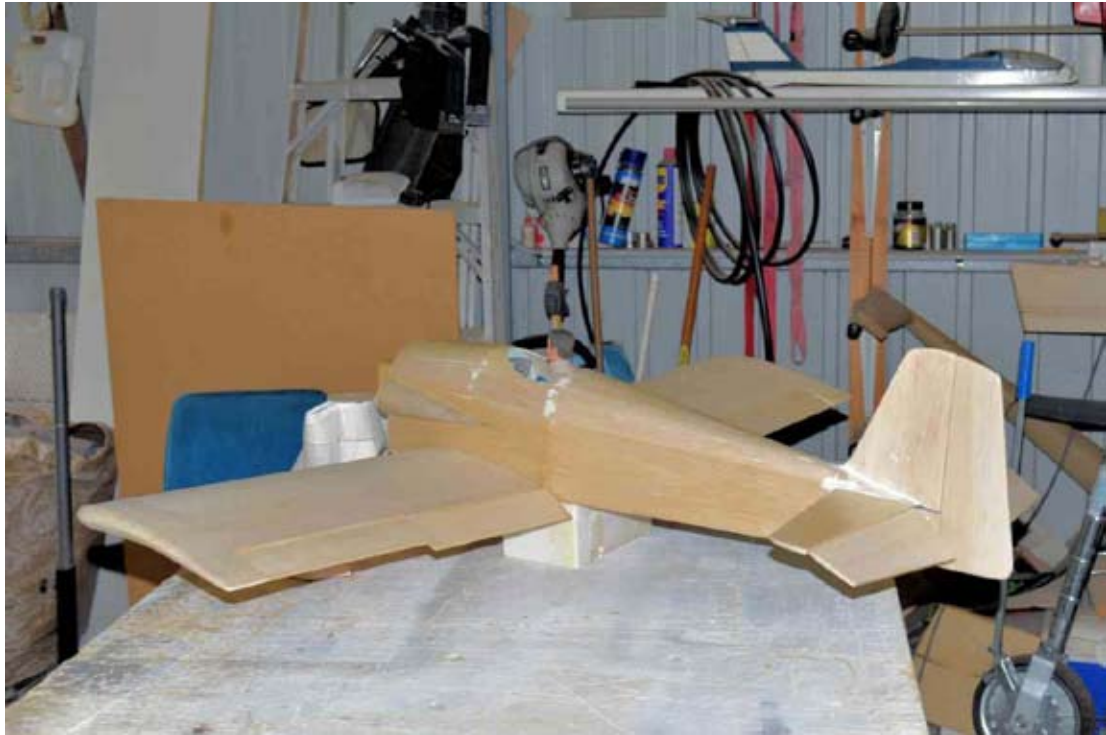
The scale detail that I'm considering is a detailed rear cockpit, the front cockpit will have a removable cover and hide some of the radio gear and onboard glow driver for the Saito 125 4st motor. The fullsize aircraft had a removable front windscreen and a cover for the front cockpit and was used in this configuration for aerobatic displays. I'm also looking at adding scale detail on the fuel tank, a scale tailwheel assy, scale exhaust pipe and bracing wires on the wings and tail. Nothing too overboard but will set it aside from the aircraft out of the box.

I'm really no different to many builders. After a while you start to get a bit bored with the current build and start looking for something else. Things have slowed a little on the Stampe but probably 12 months ago I started to build a .40 size RV3 which is that close to being finished it's not funny, so that has made it's way back onto the building schedule so now I can flip between the Stampe and the RV3. I also, have other models at various stages of build, so I have got plenty to go on with. See, no different to a lot of modellers.

Take care all and make the most of the extra building time. I can see a lot of new models at the fields when this is all over. Time for a coffee. Cheers Ned Kelly.

RV3





Stampe





Peter Lyas Skyhawks Club

Well hello fellow modellers. Now is the time to get a round TUIT (some shops stock these), as we've been saying about our modelling tasks for a while. I have checked and charged every Rx and Tx pack I've got, and made a reasonable attempt at cleaning up the man-cave and my field box! Also repaired my electric starter motor that has been held together with Gaffe tape over the last 9 months! Just used some PC board, screws, araldite, and the necessary swear words. Now, the Piper Cub needs U/C repair, and.....

I finally finished my replacement Aichi D3A2 "Val" dive bomber, and had it at the last February member meeting. The old one died due to Rx failure at ORAM. The first one looked great, flew really well, but did not live long enough! Detailed 3 view scale drawings obtained from the internet enabled drawing the full-size plan that was used. The model has fully articulated "glasshouse" cockpit. This Axis prototype is seldom modelled, although one manufacturer produced an ARF in fairly recent times. Painted in Imperial Japanese Navy Green on top, and IJN Grey beneath, it has the basic 4 functions as well as flaps and bomb release. I was away on holidays in late February, and this is yet to be flown because of field closures @\$*@#!*&?! . A sign of the times for all of us isn't it. All the best, and hope to see you soon as possible.



Model details

below:

AICHI TYPE 99 D3A2, "Val" dive bomber model details

Wingspan	69.6 inches, 1.767 meters
Scale Ratio	1: 8.13
Construction	Balsa, plywood and glass fiber reinforced plastic
Covering	Nylon, dope, acrylic paint.
Bombs	5. Centerline bomb is flight droppable
Propeller	12 x 6, 3 blades
Radio Transmitter	Spektrum DX9
Radio Receiver	Spektrum AR 8000
Servos	Hitec - various
Battery	2000 Mah Eneloop
Weight	10.1 pounds – 4.50 Kg
Wing area	5.69 sq. ft
Engine	ASP 75 Ser 3, 2 stroke glow plug.
	12.5 cc - 2.3 bhp
Wing Loading	1.78 lbs./sq. ft
Power Loading	4.39 lbs./bhp

Peter Wiadrowski O.R.A.M Club.

The Se5a is a DB Sport and Scale kit which is now ready to fly when we get the all clear to attend the field. the picture of the back of my van shows the Se5a and my Extra 300 ready to go

I have also shown a picture of a not very much scale Plane which is work in progress called the "PANIC". Hopefully it is within my ability as it has an OS 65 up front! It has not been a simple build. The engine is placed on the fire wall so that the exhaust goes out between the U/C legs. the throttle push rod is a tricky bend and of course a rolled balsa leading edge up to triangular stock for the leading edge is always tricky. Getting the C of G right will be interesting!

The other two pictures of my Christen Eagle and the P51D Mustang are all models which I am converting to 2.4Ghz

So, all in all I think I am making good use of this time we now have.





Mark Davies Barossa Club

Revisiting a very old project.

I started this build about 50 years ago. It's a Luscombe 8A Sky Pal. Originally a 63" free flight model powered by a Mills Mk 2. The plan was chosen from the Aeromodeller Plans Handbook. I still have the original dyelines I bought from a model shop from down Semaphore way.

Since beginning this project, things have changed a lot. In the intervening time, someone re drew the plans with CAD, that can now be downloaded for free. So, what have I changed? It now has electric power with all working flight surfaces. The wings I originally built were scraped and rebuilt to take the radio gear and carbon fibre tube joiners (originally the wings were held in place by rubber bands via hooks at the wing root, the struts were functional, stopping the wings from folding). The fuselage never got to the sheeting stage. In the pics you can still see the original engine bearers for the Taipan 1.5cc glow that was going to be used. Tail surfaces are now built up rather than solid sheet. Half the fun with this one is making it up as I go, so there are no modified drawings. I'm just using previous experience and techniques that are available today.

AEROMODELLER & MODEL AIRCRAFT			
PLANS HANDBOOK			
A FULLY ILLUSTRATED CATALOGUE OF THE FAMOUS M.M. & M.E. PLANS TOGETHER WITH INSTRUCTIONAL ARTICLES TO HELP YOU TO BUILD AND OPERATE BETTER MODELS			
Published by:			
MODEL & ALLIED PUBLICATIONS LTD.			
13-35 Bridge Street, Hemel Hempstead, Herts.			
AUGUST 1968			
This catalogue supersedes all previous issues			
CONTENTS			
ARTICLES	Page	PLANS	Page
Choose your engine	3	Flying Scale Power	12
The World's engines	4	Star Plan Grading	24
Starting a Diesel Engine	11	1966/67 additions	26
Making Transfers	27	Control Line Scale	28
Auto Rudder Sketchpage	11	Rubber Power Scale	38
Single Channel R/C	84	Simple Plan Sets	41
Multi R.C.	85	Rubber Duration	42
Proportional R.C.	86	Waterplanes	46
Tissue covering	87	Jetex Powered Models	47
Plastic Moulding	98	Unorthodox	48
How to solder	100	Contest Power	51
Doping and finishing	101	Sport Power	54
International Model Requirements	101	Gliners	61
Silk covering	102	Control Line Sport Models	72
Taking care of your plans	103	Control Line Rat Racer	73
How to start a Club	103	Team Racers	74
Balsa Wood and how to use it	104	Control Line Stunt	75
How to trim F.F. Models	109	Control Line Speed	81
Rubber motors	107	Control Line Combat	81
How to start a Glowplug motor	119	R.C. Models	84
		R.C. Circuits	93
		M.A.N. Plans List	113
		A/M Scale drawings	116
		Master list of A.P.S.	121

A 63" SPAN FREE FLIGHT FLYING SCALE MODEL

LUSCOMBE 8A 'SKY PAL'

DESIGNED BY

FRANK LEES

6/-

COPYRIGHT OF

THE AEROMODELLER PLANS SERVICE

38 CLARENDON RD. WATFORD. HERTS.

ALL WOODS ARE BALSA UNLESS OTHERWISE STATED.

NOTE: FUSELAGE



Kevin Wright {Southern Chapter} South Coast Club.

This is what I am doing. Pete dga3 had a failed elevator servo and ploughed into the vineyard, so he is now in for major repairs and cover.

I have received a short kit and plan of Brian Taylor mosquito which should keep me well occupied through the winter months.





Geoff Hennig Adelaide Model Aero sport {Monarto}

Conversion of CM-Pro Super Chipmunk to Electric Power.

Having made several Warbirds in the 50cc class I was tired of messing with retracts and large models but didn't want one too small. Some will disagree with the rule, "The bigger they are the better they fly" but experience has taught me this is the case for outdoor flying. Having flown in the full size as a passenger (yes we did some aero's, eat your heart out!) I settled for a 1.8 M (72") span model of the DH Chipmunk.

As an ex teacher of electronics and having tried smaller electric models I wanted to try something in the more powerful electrics area. Finding an ARF model of the DH Chipmunk this size proved difficult so I compromised with a Super Chipmunk. It took some time to track down a kit but that well known mail order hobby shop on the Murrumbidgee came to the rescue with a CM-Pro version.

Living out in the country means there are problems to be solved. Not only do we have satellite TV to get a good digital signal, satellite internet and no mail delivery, the nearest hobby store is about 100 Km away. Gleaning information about what electrics to use also required some searching. Luckily, Grantley, an old modelling friend, work colleague and member of the Holdfast Model Aero Club (SA) was able to visit with me at the Monarto Field (SA) and bring along his 1.8M span EP Percival Mew Gull that he graciously allowed me to fly. The performance was excellent. Most flying could easily be accomplished on 75% power. I was intrigued by the internals and determined to follow his installation to the last letter err... connection!

Here is his formula for sparkling performance:

Battery LiPo 6S 4900mAH 20C for motor
Battery LiPo 2S 1500MAH 20C with 5 V voltage regulator for receiver and servos
ESC 80A (BEC not used. See below)
Motor Brushless Outrunner 5065 -380 (50 dia x 65 long, 380Kv)
Standard 5 Kg/cm servos.
High torque flap servo
Propeller 17"X10"

A 380 Kv (Revs per Volt) motor was selected to swing a large prop. quietly at lower speed. A new plywood mini firewall to mount the motor was mounted in place using 6.4mm dia. threaded rod, washers and nuts. The elevator control rods required reconstruction as they were far too sloppy and stainless trace wire cables then run to the rudder. Achieving correct balance required a reconstruction of my motor supply battery holder to centre the battery well back, just in line with the leading edge of the wing, leaving a huge space forward for the "speedie". For the separate receiver/servo battery a 6V AA 2500mAH NiMH was employed in place of the Mew Gull's 2S LiPo and voltage regulator. To maintain correct balance this was mounted at the rear of the supplied servo tray. For safety, following Grantley's installation and advice I built a motor battery isolating switch from a Deans socket with an external plug to be inserted just before flight. The usual receiver switch was mounted separately on the side of the fuselage. To operate the dual power source, with isolated batteries, it was necessary to cut the (red) positive wire in the BEC lead between the ESC and receiver throttle socket. This leaves the signal wire and (now common) earth wire intact.

While it's more of a sports model than an all-out aerobatic 3D performer I'm very impressed with its performance.



Geoff Hennig and his Super Chipmunk.
It reportedly flies superbly.



The Super Chipmunk's battery location. Note the arming plug just behind the cowl.

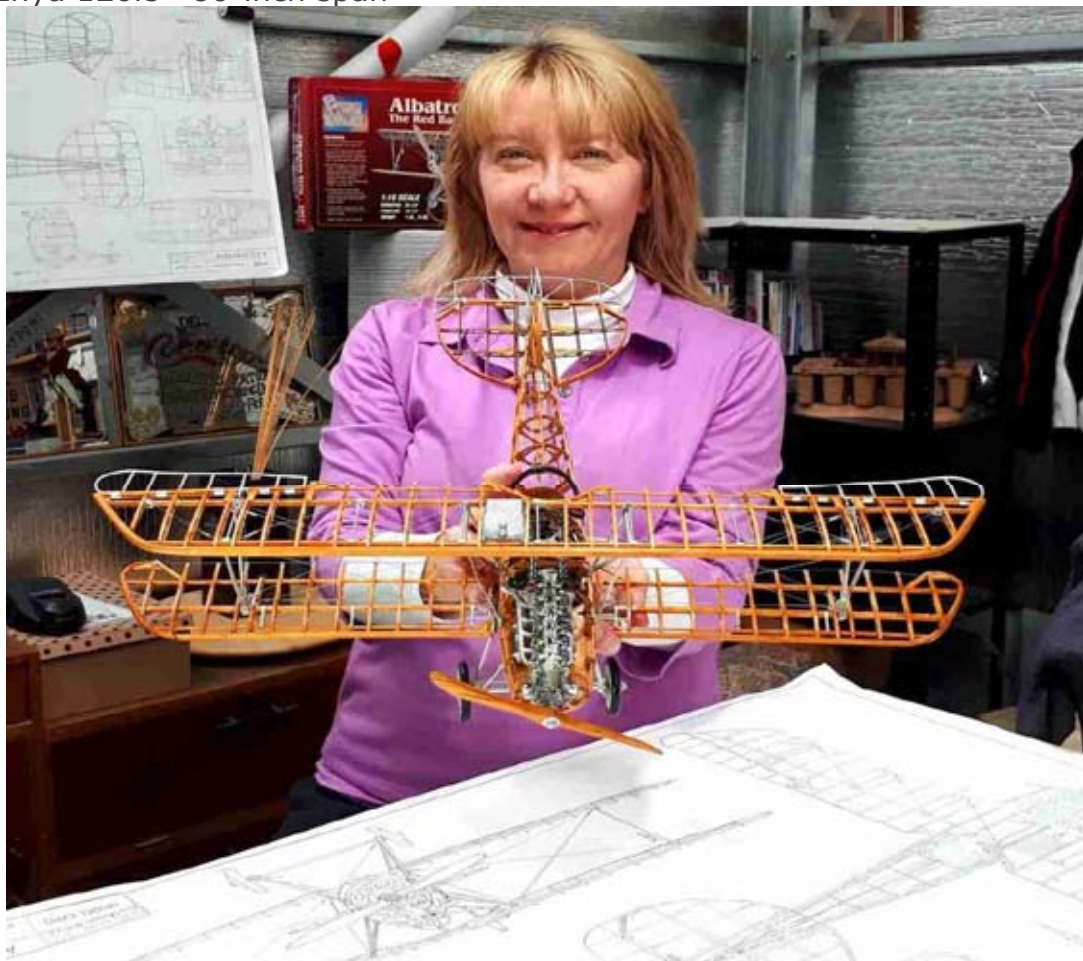


The Chipmunk's motor is mounted on a stand-off firewall secured with threaded rod. Don't try this with an IC motor! With smooth electric power this is a common practice.



Trevor Gale & Samantha Ibberson Adelaide Model Aero sport {Monarto}

Pics of Samantha with Albatros D5A
 Green machine Cessna 01E Birddog
 Enya 120fs 80-inch span









Bordertown Aerotow 2020

WHEN: FRIDAY NOVEMBER 27TH - SUNDAY NOVEMBER 29TH
WHERE: BORDERTOWN AERODROME (YBOR) SOUTH AUSTRALIA



SAVE THE DATE

Gathering of the Cubs



Date: 13-14 Mar 2021

Time: 0800hrs

South Hummocks MAC

129 Gulfview Rd,

South Hummocks.



WANT TO HELP SET A RECORD?

The Guinness Book of Records has been contacted. SHMAC is attempting to set an Australian Record for the Most Number of Cubs in One Place at One time.

If you have a Cub, any Cub, or you have thought about building a Cub, why not build one and be apart of this attempt. Let us know.

Contact Ned via:

email: sthhummocks@bigpond.com

Web Site **nmas.info**.

check us out on



This is probably my first newsletter item this year. Hasn't it been a bizarre first 4 months'.

Things kicked off pretty normally to start with.

As always the January February period down south is a time where we suffer from horrendous South Easterly winds blowing down from Sellicks. These winds set in early arvo and only get stronger during the day and spoiling many opportunities to have a fly after work during daylight savings.

Despite the weather we had a couple of worthy wings earned.

Jason Harvie earned his Silver Wings just before Christmas. After flying in parks for years, he finally saw the light and took very little time to gain his wings. Since then he has amassed a huge amount of flying hours, wrecked a few pushing the

limits but all a part of the learning cycle.

Anton

Khrapov completed his Silver Fixed wings on 16th February 2020. Sadly he has barely had a chance to fly since because of the field closures.

On a very sad note, we lost 2 of our members to illness.

John Trussler had been a member since 1987. John was the old school engineer and modeller who was a wealth of knowledge. He often used to sneak down the club for a fly and was one of the early electric flyers. When someone had a problem or something interesting to mull over, John would get in there with his wisdom and thoughts. John battled illness for many years and fort a tough fight but despite this he never missed an opportunity to fly one of his foamies or just pop down for a chat.



Jason Harvie - Silver Wings



Anton Khrapov - Silver Wings



John Trussler RIP

Dave Winter also passed recently after a very short battle with Cancer. Dave joined in 2007 loved to pop down for an afternoon fly with Malcolm and a few close friends. He often used to buy lots of peoples used planes and gear and would fly some interesting planes made from an assortment of parts.

It was very sad that due to COVID19 we as a Club never got to attend funerals or celebrate these pilots' lives. Hopefully we can hold a special celebration at the clubs AGM or Military Day.

All NMAS members extend their deepest sympathy to John and Daves wives and families, RIP

A special mention to Brett Ryan who has been clocking up 100's of flights since gaining his wings with a multitude of aircraft. Brett has been hooked by the discipline of F3A Precision Aerobatics and

attended the first 2 competitions of the year. At Monarto he completed 4 full rounds in challenging winds. Scored a couple of good scores as well. Sadly the wind at Concorde was just crazy so Brett sat in the Judges chair all day and learned from the Master



Dave Winter RIP

John Tonks. Hope your interest in F3A continues and that Pete and Sean can continue to assist you on your journey.

March and April saw the most unusual closure of virtually every model aero club in Australia. Many flyers were obviously very disappointed and aired their grievances across the country. Whether it be right or wrong, no club members were diagnosed or died from the disease.

The Committee were elected to run the club and they did what they were elected to do. They did what

they believed was right for the health and wellness of all members whilst trying to comply with some very confusing legislation and rules.

I hope even those that weren't happy with the situation will return to the fold and let bygones be bygones.

Personally I managed to take advantage of some windy weather in April and enjoyed a couple a great slope soaring sessions along the local coast. Troy and I met at Blanche Point a few times and enjoyed some windy laughs.

I was also lucky enough to get an invite to fly off some private property that was really good fun and kept the fingers on the sticks. It is so nice to fly

in different environments and take on the challenge of getting in and out of the runway. It was also great fun getting dusty and dirty trying to cut a bush runway. Thanks BR

I think we all hope the last few months can all be put behind us and we can go flying again soon. Our club re-opened at the end of April and the last 2 weeks has seen some great autumn flying weather. Sure it's limited numbers and times but it is still a fly with friends.

And after only being open a week, 2 more of our students have earned their wings.

Congratulations to Darrell Phillips and Rick Mayes who both earned their silver wings on Sunday 3rd May 2020. Amazing, having a break for 6 or 7 weeks and then off you go solo.

Let's hope by the end of May we are all back flying, fit and healthy and no restrictions.



Rick Mayes & Darrell Phillips - Silver Wings



2.2m & 3m Slope Soarers

MINUTES OF THE MASA EXECUTIVE MEETING

In line with Corona Virus update information circulated on 25/26th March 2020.

**A meeting of the MASA executive was held on 6th May 2020
via Zoom Teleconferencing**

Meeting opened by the President at 7.30Hrs

PRESENT: President, Vice President, Secretary, Treasurer, Adelaide Aero-Modellers [AAC], Adelaide Model Aero Sport [AMA], Adelaide FPV Racing [AFPVR], Barossa [BVMAC], Concorde, 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:** Nil

Minutes of previous meeting It was moved by the Vice President seconded by the Treasurer, that the minutes of the previous meeting be accepted. Carried.

BUSINESS ARISING FROM PREVIOUS MINUTES Nil

CORRESPONDENCE IN

R Johnson	-- FW25 renewal
SSL	-- MAS Application
Concorde	-- MAS Application
Skyhawks	-- MAS Application
SCMAC	-- MAS Application
Constellation	-- MAS Application
BVMAC	-- MAS Application
BMF	-- MAS Application
BMF	-- Acknowledgement
Treasurer	-- Financials
Restless Dance Theatre	-- Loss of funding
AAC	-- Trophy support
Paul Goss	-- Share Farming Finniss

CORRESPONDENCE OUT

MAAA -- FW25 reappointment

Club Secs	-- Closure of club activities
Club secs	-- Clarification of closure activities
K. Neumann	-- Letter of support
Club secs	-- Audit of club activity status
Concorde	-- Bore pump outcome

BUSINESS ARISING from Correspondence

MAAA Assistance Scheme. All applications have been reviewed and forwarded onto the MAAA. Following processing, successful clubs will be notified by the MAAA secretary.

Reeves Plains Bore Pump. The club has been advised that in line with constitutional compliance requirements this matter will be held over until the next full MASA committee meeting can be held.

MASA Meeting Room Hire. The venue operators (Restless Dance Theatre) have lost their government funding. This together with the current Covid 19 restrictions are shutdown. MASA remain on their books for room hire and are advised that once the situation improves room hire can resume.

MASA executive are considering use of electronic means such as Zoom as an alternate to conduct a full MASA meeting if the situation is prolonged. Delegates will be advised if this format eventuates.

AAC Trophy Support, The club has been requested to provide current information to allow the Treasurer to progress the requirement for trophy assistance.

MEMBERSHIP 844

Clubs Affiliated with MASA (29)

Senior 820	Junior 24	Life 6
---------------	--------------	-----------

CATEGORY REPORTS

No category report from ACC this month.

GENERAL BUSINESS

MAAA Assistance Scheme. Seven club submitted applications this year which have been forwarded onto MAAA. Applications varied and will be assessed on content and awarded on a must have, should have and like to have basis.

A discussion followed.

One of the MAAA requirements is for a contribution from the participating Club and State Association. The reasoning behind this is that if all parties contribute this allows MAAA to distribute the limited available funds more widely. The question was raised should MASA review this position. Having established the full MASA committee has already elected not to contribute, it was agreed the status quo remain.

Budget 2020/2021. The Treasurer presented his budget for 2020/2021 which was reviewed and discussed in detail and in consideration of the current national situation. The following motion was moved.

Motion: Moved by the Treasurer, seconded by the Secretary, that the budget be accepted as recommended for the AGM. Carried

MASA Fees 2020/2021. Having conducted a detailed evaluation of the membership and current financial situation the Treasurer identified a potential to reduce membership fees this year. It was moved by the Treasurer, seconded by the Vice President that the MASA fee be reduced from \$28 to **\$20** for the 2020/2021 year.

Website Advertising.

The Treasurer identified that over many years, suppliers have provided valued and considerable support to Aeromodelling in S.A.

In recognition of this support and at no cost to MASA, the following motion was moved by the Treasurer, seconded by the Secretary, that "Free advertising on the MASA website be offered to industry related suppliers". Motion carried.

MASA Interclub Trophy Challenge. The Vice President outlined a concept plan compiled and submitted by the promotions team back in March 2020. With the current restrictions in place, it is envisaged that this initiative may not commence this year however some tweaking and further structuring of the concept will be progressing in the background. Once compiled an Information Starter Pack will be distributed to all clubs. Executive consider that initiatives of this nature are well worthy of support in moving aeromodelling forward in SA and remain committed as part of the aims of MASA.

Finniss Share Farming. MASA has contacted three neighbouring property owners regarding share farming the unused portion of the Finniss property. Only one response has been received and with seasonal planting times to consider, negotiations are progressing towards a formal under lease with MASA. The contract to remove the grape vines has been let by MAAA and removal of the old grape vines and supporting infrastructure is well underway which will allow the full 80 acres to be progressively share farmed.

There being no further business. Meeting Closed 22.15 Hrs

**Next Executive Meeting Wednesday 3rd June 2020
7.30PM via Zoom Teleconferencing**

We're OPEN and here to help you stay healthy, happy and sane during these challenging times. We have made some changes at our Goodwood store to improve your and our staff's safety.

Visit us in-store or online



www.modelflight.com.au

Visit your local store: 130 Goodwood Road, Goodwood

BEST
BRANDS
IN RC

modelflight RC

MASA EVENTS CALENDAR 2020

DATE EVENT

VENUE

HOST

***The events calendar
will return when club
fields re-open, which
we hope isn't too far
into the future.***

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 **David Mifsud** Ph. 0413 512 350
email: vicepresident@masa.org.au

Public Officer
Auditor
Newsletter Editor
Registrar
Senior Flying Instructor

Paul Kumela
Richard Homes
Bob McEwin Ph. 0499 018 288
email: newslettereditor@masa.org.au
Garry Oakley Ph. 0417 814 373
Garry Oakley Ph. 0417 814 373
email: sfi@masa.org.au

ANNUAL FEES: 2019 - 2020

Senior \$118.00 Pensioner \$118.00 Junior \$59.00
Reductions apply after 1st Jan. **FOR NEW MEMBERS ONLY**

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

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

Website

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