

OCT OBER 2017

NEWSLETTER



HMAC club member Vin Pike makes smoke with his Jetcat P120 powered Boomerang Elan at the recent Queensland Turbine Flyers Annual Fly In held at Goondawindi Airport on August 12, 2017.



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Classifieds

FOR SALE

Dubro prop balancer \$20

Marutaka kits

- Bearcat 60-90 size engine 60" span \$200 ono
- Beech Staggerwing 50-60 size engine 60" span \$200 ono
- Beechcraft Baron twin 25-40 size engine 70" span \$200 ono

A26 Invader plan + 2 cowls \$25 ono

Tiger Moth 120 engine needs some repairs \$200 ono

Stampe 120 size needs some repairs \$200 ono

Cessna 337 push pull twin part built 2x25 size engines needed \$25

Shadow Drone complete with camera gimbal \$450 ono

Turbo Raven aerobatic model NGH 38 F-S installed fs 80" span \$300 ono

H2K aerobat 35cc webra Bully installed \$300 ono

Giles 202 35cc webra Bully installed \$300 ono

Aeropult model restraint system \$80 firm

Enya 2 x 25 engines \$20 each

Enya 25 no prop nut \$15

Enya 15 \$10

Enya 2 x 40 \$60

Enya 60X \$40

Enya 80 FS bent induction tube \$20

Webra 61 \$30

Sachs 52 parts use only \$15

Rotomax Turnigy 1.60 electric motor \$150 ono

Cox 074 \$20

OS AX 46 x 2 good condition \$120 Pair

Webra bully 35cc \$40

Super Tigre rear exhaust 60 sx with tuned pipe \$160 ono

Enya tuned pipe 40-50 size \$30

Super Tigre quiet pipe 60 size \$40 ono

Multiplex Glider air brake system \$30

Jex tuned pipe 60 size \$40 ono

Alloy spinner 3.75" \$15

Alloy spinner 6" \$40

OS Max 60 \$50 ono

OS Max 61 NEW \$100 ono

OS Max 61 used \$50

OS Max 61 no carby \$20

2 x Turbax K&B 7.5 ducted fan units engines installed \$50 each

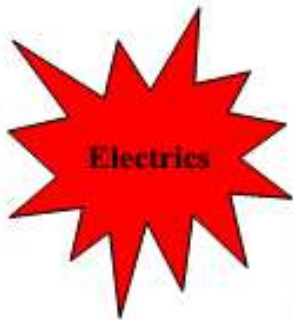
1 x Thorjet K&B 7.5 ducted fan unit engine installed \$50

Rexcel ignition pack \$50

Contact Trevor Gale on 0488 519 609



Pick a box and make an offer for the entire contents.



COME AND JOIN US FOR A

FUN FLY WEEKEND

OCTOBER 28th and 29th 2017

- Field available for Camping, local Motels, Caravan Parks at Port Lincoln
- BBQ Lunch & drinks available all weekend
- All Pilots must hold current MAAA membership
- Aircraft certification (if required) must be current (Turbine, Heavy Model etc)
- Attendance confirmation by 21st October please for catering purposes.
- Open to all kinds of Aircraft, 1000 ft ceiling, no noise restrictions
- Heavy model inspectors will be in attendance

For more info and to register contact:

Dave Newcombe 0407 606400 or Ron Grosser 0427 280077

PLMAC FLYING FIELD – PORT LINCOLN SA

The Colin Reedman De Havilland Scale Day — 1st October 2017 By Don Howie

This event was organised by the Scale Society and held at Constellation Model Flying Club, under rather cool conditions initially but it warmed up as the day progressed. The number of scale models present was quite large, with the most popular model being the Tiger Moth.

My favourite aircraft is the De Havilland Beaver, designed and built in Canada, and still flying in large numbers in Alaska where they are fitted with floats.



Dave Smith—Beaver

New Constellation member Dave Smith had a red and white version produced by E-Flite,



John Willis—Tiger Moth

with electric power. Most new modellers buy ready to fly models, and the model was bought from another club member, so it was set up correctly.

John Willis recently completed his new 55-inch span Tiger Moth, powered with an Enya 40 open rocker 4 stroke .



Kurt Meyer—Tiger Moth

The kit, from Hobby King used a lot of hardwood in the construction, which was cut out cleanly, but the kit had many errors. The wing tips were wide at the leading edge, the reverse of the full-size aeroplane. The undercarriage was unlike the full size and the wheels too large and not scale like. The instrument panel looked as if it came from a jet fighter. John sorted out the problems, just as the reviewer did in RCM&E magazine. I doubt that the designer in China had ever seen a real Tiger Moth. The model weighs 5 lbs and is covered with yellow Chinese iron on covering. The

silver painted cowl gives a nice finishing touch to the model.

A photo of several of several Tigers with the model by Les Furnell (red and silver) and a smaller model of a Royal Navy Tiger Moth (silver and Dayglo red) own by Larry Scott.

Two photos of Kurt Meyer's ¼ scale Tiger Moth are included. Built from the Pilot kit and represents a full-size aircraft at Parafield. This model is powered by a Saito 120 4 stroke glow engine and painted with the same dope as the full-size aircraft. The instrument panels are very well done. Kurt's model won the inaugural perpetual Colin Reedman Trophy, which was presented by Margaret Reedman, wife of the late Colin Reedman.



Three Tiger Moths



Colin Reedman Presentation

An excellent BBQ lunch was cooked by Rod Spurrier which was enjoyed by all.



Kurt Meyer—Tiger Moth



My impressions of GPS Triangle World Masters 2017 in Gruibingen Germany.

What is GPS Triangle racing? This is when you have 30 mins to fly a set course with a scale or non-scale sailplane and see how many laps can be done. It is a very challenging task as you need to judge many factors while flying. Whether to thermal or to fly around the course and make some laps. It is a race against the clock. Other rules are, you must fly through the start gate at < 500m and slower than 120kph. The equipment required is an airborne set of a logger and transmitter to record the aspects of the flight and a compensated vario. Then there is a ground based receiver that gives the pilot all the necessary information (including a visual map and audio positioning including height and distance from the course) required for racing and this also logs the flight info and creates a scoring code. This unique code allows the competitor to upload the flight to an online competition web page. These flights are collated each month for an eventual winner at the end of each year. Also if you live in Europe you can compete in the Euro cup over the summer. Then every 2 years is the GPS Masters. This year it was held in Gruibingen Germany.

I have been Flying GPS Triangle and competing on line for about 4 years. In 2016 I won the online competition with 17 laps. After that I made plans to go to the World Masters to see how it was to compete with other pilots face to face. For this to happen, I needed to get a 7 m sailplane to Europe in one piece. The only way I thought I could do this reliably was to build my own that breaks down into an easily cartable size. This could then be taken as check baggage giving me cheap shipping and a reasonably reliable service. I was going to purchase an AN66 as this meets the criteria, but at the time the company had stopped production. So I decided to build my own. I have done this type of building for years using carbon composites to build several sailplanes and UAVs. So I went ahead and with help of some mates and about a year's work the ASH 31 GPS was born. Fortunately it flew better than expected and I was on for the Worlds.....with my own designed aircraft.

We arrived in Zurich to meet up with Joe Rufenacht. We picked up a camper van and drove it to Gruibingen where the World Masters were being held at the local gliding club. This was a beautiful setting for any model event. The field was set on a plateau with the runway being on top and surrounded by trees. We arrived on the Wednesday. The pre-worlds started Friday. So this gave us a bit of time to get the sailplanes together and get used to the conditions. The conditions were a lot different than I was used to in Australia. The thermals were quite a bit weaker and with the geographic position of the runway they were susceptible to wave and curl over from one side of the field to the other depending on the wind direction. I had a bit of bad luck with the pre worlds as I was going well in a flight and suddenly my GPS gear stopped working. This can happen from time to time and usually it comes back on but this time it didn't. I had to land. The beauty of these types of comps is usually the manufacturer of the equipment was on hand. In the case of the RC electronics gear, Andrej was flying in the event. I asked for his help and he said it looked like someone had changed my channel while I was flying. The T3000 has about 60+ channels available and when you start the comp you nominate one and this is written on a sheet for all to see. To find out if someone had changed my channel, I had to connect a laptop to the airborne gear, see if the channel had been changed and what to and then find the person who did it. I did all this. The channel had been changed. The pilot very apologetic. I then went to the CD and pleaded my case for a re-flight which he allowed (he was a nice guy). Of course this all took its time and took its toll on my preparation for the flight. I had the re-flight in poorer conditions. Didn't finish too well in the pre-worlds but did learn a lot.

On Sunday we had the opening ceremony for the World Masters. It was good to see the Australian and New

Zealand flags were hanging behind the stage with the other countries. 10 am the Comp. would start. After flying in the SLS class only in the pre worlds, I decided to enter in both classes in the worlds. Scale and SLS. This meant more flying, as the SLS only had 1 flight on some days. First up was SLS, I was feeling good! I took off for my first round flight ...got off the ground and about 20m up the prop decided to part ways with the hub. This caused massive vibration and the canopy fell off. I managed to land safely to the cheer of the crowd. This did extensive damage to the drive train of the electric FES system and cracked the canopy. Another competitor kindly found the canopy. Rob Johnston (one of my team mates) taped it up while I assessed the rest of the damage. I had brought a whole range of spares with me but not a motor. This was a Hacker unit and the shaft was bent. Where are they made? *Near Munich in Germany.*

Joe very kindly drove 5 hrs to the factory and back where they fixed and tuned the motor. They also sold us 2 more spares. In the mean time I was able to ballast and repair the damage enough to allow me to fly Scale class without losing any rounds. SLS however..... I was out for 2 rounds. I flew one round of scale and all was OK but in the second round the GPS stopped working at considerable height and with 8mins to go I was ready to start racing for my final laps. The GPS cut out completely! Not Happy!!! I had to land again. I did manage to get 4 laps as that was all that registered before the GPS unit died. Others did have GPS problems that flight but theirs cut back in. The other competitors thought that this may have been atmospheric interference. Mine never worked again. Diagnostics found it was the actual GPS unit that died (maybe from vibration of the prop break). I purchased a new unit and also fitted a backup system. In the comp you are allowed two independent GPS systems in the sailplane. Also we used 3xT3000 as redundancy. For back up this worked well but it did create some scoring issues. When I was doing a fast start or speed run, the refresh rate of the 3 devices was different. For example, I saw a start that I did 119kph @485m. Rob (as my caller) would see 124kph on one and 75kph on the other?

Also there was a high attrition rate of sailplanes for the first 6 days of the comp with mid-air and radio issues. When flying in a round, just to get through the start gate was difficult if you were flying with up to 15 other sailplanes of varying scales and heights. Pilots and callers would always need to call out heights (in English). One time I was in a thermal with at least 10 sailplanes and 3 of us were at the same height. It was scary and exhilarating at the same time. We had a "No Fly zone" on our GPS maps. This area couldn't be entered at less than 100m. So after the high rate of losses of models, the organisers stopped the comp for about 2 hours while Christophe Machler re-wrote the "no fly zone" not being flown in at all. We all uploaded the new program and continued. This however started another minor issue.

To get our scores put into the scoring system, we had to save the flight to the T3000 micro card, then remove it and place it in an Android tablet that had Skynavigator software on it. The flight was then "Run" through this program to generate a 6 digit score from the original 4 digit one in the T3000. The problem I had with one flight was that on the T3000 my flight was clear of the penalty zone, but when I ran it through Skynavigator, it said I hit the penalty zone. The penalty zone on the Skynav looked like it had been drawn in paint and the lines were slightly thicker than the T3000. I had to show this to Christophe and get him to work his magic and he kindly fixed the problem. Once these issues were worked out, everything seemed to work a lot smoother for me and I settled in to the comp.

I was happy with the performance of my sailplane. There were about 4 or 5 other (out of about 90) home-made sailplanes. If I was flying in a round first up in the morning it would be a pure glide off around the course. I was happy that the ASH 31 kept up with the majority of sailplanes. The temptation at this time of the day is to turn if you have a small thermal, but many including myself learnt that you were quickly on the ground. I had to say "no matter what..... we are **not** turning" in these early morning flights. This worked well for me towards the end of the comp, finishing usually 6th out of say 13.

We flew for 10 days straight! If you weren't flying you were either charging batteries or calling for someone else. The flight windows for the start were 10mins for the SLS and 20mins for the Scale. Aerotows took about 40 seconds to 550m. You had to be watching what the others were doing and the weather of the previous round to know when to take off but not to get stuck and miss the windows. The key was as the day went on, get in the air as quick as possible. In SLS most would do a quick fly of the course and restart. I did this 3 times in one round to get a

better start and weather. There were 2 runways - one for taking off and one for landing. They were both used for landing if the circuit was congested, but you had to nominate which one you were going to use. The pilot's box was between the 2 runways. There were landing judges who judged your landing into the 30m x 70m box. The max points were 300 or 100 if you had a wingtip out or zero for a miss. 300 points is equivalent to 1 lap. So landing was very important! At the end of a task where everyone finished at the same time, there were sailplanes landing every which way. People running everywhere. It was great fun!!

Philip Kolb won both classes and the event overall. This was a much deserved win as his skills certainly were the best. The event organisers did a fantastic job with all the problems they had to deal with hour by hour. They remained level headed and dealt with issues in a very professional manner.

All in all this was a great experience for myself. I enjoyed the flying, meeting guys that I had talked to online for several years and of course the aeromodelling comradery stretches worldwide.

I couldn't have done this without the local support of friends and family. Most of all I would like to say thank you for the support from the MAAA, MASA, Modelflight and the Barossa Model Aero club.

We need to promote GPS Triangle racing in Australia. Australia has perfect weather to do some great flights. It is a lot of fun and exhilarating and adds another dimension to scale sailplane flying. If anyone or clubs are interested, please feel free to contact me and I will be more than happy to help out in any way I can.

John Copeland



John Copeland ASH 31 coming for a landing



ASH 31 Box ready for its trip overseas



Towing the box through the airport



Helping out the South African guys with some models



Charging ready for the first flight



Opening Ceremony for the pre Worlds



Team Aussie



Waiting in the queue.



Joe fixed my motor



Some of the pilots



Scale Sailplane heaven!



Taking off for SLS



Well-deserved win for Philip Kolb!



John Copeland and Rob Johnston (New Zealand) after the last flight of the comp



Fabulous Florian Schambeck Arcus



Adelaide Aeromodeller Club Grass Rat Race September 9th 2017

After what seemed like weeks of wet miserable weather the day of the event was just about perfect, light winds partly cloudy and cool but not cold.

5 teams took part, details as follows;

- Alan Morris / Greg Nelson; Mr D Goodyear built by Alan powered by a Parra 2.5D ABC
- Robin Gilbert / Maris Dislers; Zero semi scale profile built by Maris and Parra 2.5D Gold ABC
- Jeff Fry / Peter Anglberger: Jeff's own design Grass rat model with Parra 2.5D ABC
- Greg Nelson / Robin Gilbert; Greg's model dates back to the 70s, powered by an Oliver Tiger Mk3
- Mike Davies / Jason Anglberger; Mike's own design Grass Rat with a Rothwell 250.

The heats were 100 lap races with 3 compulsory stops to give pilot and mechanics plenty of pitting practice and also make the racing more interesting for spectators.

Heat 1:

Morris / Nelson	5' 53.63"	<i>An incident free race, Allan's motor was a little out of tune.</i>
Gilbert / Dislers	5' 43.64	

Heat 2:

Fry / P. Anglberger	6' 41.77"	<i>Mike Davies R250 powered model easily outclassed the other two teams. Robin Gilbert after a long flying layoff did well to deliver the Zero accurately to Maris. Jeff's motor was over compressed.</i>
Nelson / Gilbert	6' 06.94"	
J. Anglberger / Davies	5' 18.44"	

Heat 3:

Morris / Nelson	5' 33.16"	<i>Robin and Greg elected not to fly a second heat, their time proved good enough to get them a place in the final. Fry / P. Anglberger flew a better race with a decent setting and improved pit stops.</i>
Gilbert / Dislers	DNS	
Fry / P. Anglberger	5' 48.44"	

Heat 4:

Nelson / Gilbert	5' 58.00"	<i>J. Anglberger / Davies elected not to fly, their Heat 1 time guaranteed them a place in the final. Fry / Anglberger volunteered despite their time not counting. Nelson / Gilbert improved their Heat 2 time but to no avail, it was not enough to get them into the final.</i>
J. Anglberger / Davies	DNS	
Fry / P. Anglberger	5' 52.62"	

Final, 200 laps 5 pit stops required:

1. Morris / Nelson 12' 09.34"
2. Gilbert / Dislers 12' 12.90"
3. J. Anglberger / Davies DNF 66 laps

All 3 teams got off to a good start with Anglberger / Davies looking to be in the box seat overtaking the other two teams around every 10 laps or so. At their second pit stop the down line connection doubled back causing shut off on launch. After fixing the problem, on takeoff, one line snagged on a tuft of grass causing a run in and the end of their race. Close racing between Morris / Nelson and Gilbert / Dislers ensued with the Zero ahead on airspeed. A couple of uncharacteristic misjudged shutoffs by Robin had Maris having to run to other pit segments which ultimately cost them 1st place.

Thanks to the following AAC members who helped out timing and lap counting:

Bill Pudney, Phil Rundle, John Barbara and John Witzke.

Finalists L to R; Alan Morris / Greg Nelson, Maris Dislers / Robin Gilbert, Mike Davies / Jason Anglberger



Report compiled by Peter Anglberger



20th Anniversary- Adelaide Golden Era Air Races 17th to 19th November 2017

From: Adelaide Golden Era Air Races,
A Sub Committee of Model Aero Sport SA Inc
Ph (08) 83320589. E-mail pleaney@bigpond.net.au

Model Aero Sport SA Inc will host the 2017 Golden Era Races from Friday the 17th of November to Sunday the 19th of November. The venue will be the Constellation MFC at 338 Brooks road, Waterloo Corner.

You are invited to compete. **Please note** an entry will only be accepted on receipt of a complete and signed entry form and the required fee. Please note entries to be sent to Peter Leaney and entry fees to the MASA Treasurer as detailed on the form.

Five classes of racers will be flown GOLDEN ERA Inline, GOLDEN ERA Radial, RENO, FORMULA 1 and AT-6. **There will be close scrutiny of models to enforce construction rules, if you have any doubts or questions please do not hesitate to contact the committee for clarification.**

Complete rules for 2017 are available on the following web sites, www.masa.org.au and www.cmfc.asn.au .

Pilots (or team entry) may enter up to 5 classes; there is a flat \$60 entry fee which covers all classes entered. Reserve models may be used and are not required to be of the same design but must be processed.

This year's Leo O'Reilly Memorial Concours Trophy will be presented to the team with the best combination of period dress and model presentation. A diorama or photographic display depicting your aircraft in its normal operating environment would attract the judge's attention. Judging will occur during normal racing from Saturday to Sunday and the winner announced at the award ceremony on Sunday. Here is a site to give you some ideas <https://en.wikipedia.org/wiki/Diorama> .

Pilots must have MAAA Gold Wings endorsement and all aircraft irrespective of weight must have a "Permit to Fly", valid at least 21 days before the event. Entrants will be required to make a declaration that they have flown the aircraft for at least 6 flights before the event.

Please complete and return the enclosed application form. It is important for our records that you record your MAAA number on the application. Please confirm your email address to assist with keeping you up to date with notices.



RETURN ENTRIES TO:

Adelaide Golden Era Air Races
Peter Leaney
9a Alexandra Ave
Magill SA 5072

or email to pleaney@bigpond.net.au

ENTRANTS NAME _____

ADDRESS _____

_____ POSTCODE _____ Phone _____

MAAA No. _____ email _____

I wish to enter the **Golden Era Inline / Golden Era Radial / RENO / AT-6 / Formula1/**
(Circle requirements)

MODEL _____ Engine: - _____ Frequency _____

MODEL _____ Engine: - _____ Frequency _____

MODEL _____ Engine: - _____ Frequency _____

MODEL _____ Engine: - _____ Frequency _____

MODEL _____ Engine: - _____ Frequency _____

I, _____ the undersigned accept the invitation to enter the
Races in 2017, and agree to abide by the general rules, class rules, the MAAA code of conduct and the field pro-
cedures of the Constellation Model Flying Club.

(Signed) _____

Entry Fee flat \$60 covers all classes entered.
Please indicate payment method

Cheque or Postal Order payable to: MASA and sent to,
MASA Treasurer
c/o Garry Oakley
320 McMurtrie Rd
McLaren Vale SA 5171

STRATHALBYN MODEL AIRCRAFT CLUB



What a difference a bit of shade makes...we now have a shade structure courtesy of a grant from the Alexandria Council and a well-attended working bee. The structure adjoins our new clubhouse, which was courtesy of an MAAA insurance payout following an arson attack. The working bee also gave us an opportunity to improve the field fences and pits safety barriers in readiness for this years' John Watters Scale day in October. So our field and infrastructures are starting to look smarter than they have for many years, with further improvements planned for next year.

2017 is our 40th Anniversary and we are encouraging all MAAA members to come and join us for a TWO DAY FUN FLY on the 22nd - 23rd October. The Saturday will be for general fun flying with any type of model, with as little structure to the day as possible...just fun flying in the true sense...dedicated to the memory of Noel Wenzel one of the founding members and long time past president. We



invite flyers to camp overnight at the field if they wish and there will be a pub meal organized in the evening for those who wish to join us. Those not attending the meal might like to participate in some night flying and/or chin-wagging around the camp fire. The Sunday event will be the normal John Watters Memorial Scale Fun Fly that we run each year in conjunction with the SASSA. As usual the day is open to all forms of scale models, with judging and prizes, but again a day with loose structure and plenty of flying time for all. For those staying overnight...or those arriving early on Sunday morning the 'catering team' have promised a hot breakfast in the clubhouse/shade structure. BBQ lunch will

be available on both days, and raffles for those wishing to chance their luck for some great prizes.

The field is looking at it's best at the moment thanks to seasonal rainfall and Bob Smart's terrific groundmanship (is that a word...looks right?) The Pits entry 'gates' to our two landing strips have been slightly modified to increase pilot safety and general workability...this year's TWO DAY FUN FLY will be a good test.

There has been an increase in scratch and kit-built models lately...looks like a trend to get back to an earlier form of modeling...where you actually had to built it yourself...watch out it's catching!





Clubhouse shade structure

All the very best.
Hope to see you at our field on 22nd – 23rd October.

Paul Mitchell



Paul Mitchell's Gloster Gamecock



Mauro Maurovic's Super Sportster



Sean Flaherty's Balsa USA Stingray

South Hummocks Model Aero Club



Hi all, South Hummocks hosted another RingMaster Event over the Long Weekend. The Sunday event day saw the wind coming steady from the SW which tested the pilots when the engines stopped! I'd like to mention that Brett's flight was his first ever control line flight and he lasted the whole flight upright! Well done mate! The day was a great success with 8 pilots



enjoying the day, even with the wind making condition tough. Again it was great to see and remember the



old days when Control Line planes ruled the skies and was your entry into power model planes, building and flying. Thanks to all who attended and helped make the weekend a great event. We are all looking forward to next year now and hoping to see a few more pilots attend. Results below#

On the long weekend we had a full house with plenty of members bringing their caravans and tents and staying for the weekend. The wind was up most of the weekend but most flew with very little carnage! Only really seen one member have any damage to a couple of his crafts, but then he really puts them through their paces! LOL! Aye Brett! He told us he had a bit of bad luck, when "Rocket Man" let off a North Korean Nuke and he



lost all electrical connections! Well that was his story anyway! Photo attached! On the



Saturday night a combined dinner was again had and it again was a lucky you like Chicken night with every dish Chicken! LOL! Speaking of Chicken, the Sunday BBQ also turned out to be another Chicken Feast, as the Pres had decided it was time for something different than Snags for our special "Brotherhood of the Ring" guests LOL! Reminded me of that Faulty Towers episode when "Duck" was the only thing left on the menu! But what if you don't like Duck! hahaha. We even had a snake come

visit us, it came across the field through our pit area and on out to the back field, not for the faint at heart! All had a great weekend and look forward to our next long weekend at the club!

If you haven't liked our facebook page yet hop in and like us, to keep up with all the happening out at the South Hummocks MAC <https://www.facebook.com/South-Hummocks-Model-Aero-Club-469165396485839/timeline/>



2nd Annual Australian F5J Trophy



The Australian perpetual F5J trophy 2nd annual event is to be held at the NAAS field near Canberra
Presented by the AEFA in conjunction with the NAAS Club

Two days of flying 4-5 November 2017 Two classes - Open F5J and Limited F5J



**Dave's Toys
for Big Boys**
**Open F5J
Trophy**
up to 4.0m class



Modelflight
**Limited F5J
Trophy**
up to 2.6m class

First prize:
30A or 40A Power Supply
- winner chooses
www.hyperionaustralia.com.au



First prize:
Ultra Power AC400 Duo
Charger
www.modelflight.com.au



Other Sponsors:

Dave's Toys and Modelflight will also donate items
flyelectric.com www.flyelectric.com
[Sky Soaring Robots](http://skysoaringrobots.com) www.skyrob.com
 AEFA www.aefanet.com

Product types distributed to Participants:

Electric Motors	LiPo Batteries
Battery Checkers	Folding prop blades
Prop adapters	Speed Controllers
Servos	Spinners

Special Feature: Seminars by the F5J team that competed in Slovakia. Learn about how they do it overseas and prepare for the World Championships

Pre-registration required - Entries close 28 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.
 Enjoy the great NAAS site - camping permitted \$15 per night - toilets and shower provided.

AUSTRALIAN F1D TEAM TRIAL

The AUS F1D Team Trial (and F1L/EZB comp) went very well this September and was well attended by flyers, spectators and volunteers.

It was great to see Alex Secara again - having competed very successfully at the last World Champs in Romania. His models were climbing very fast like they were still in the Salt Mines... Max Newcombe had a variety of old and new components - some from the trip to the Belgrade Champs in 2012 - which flew very well. Sean O'Connor was here from Victoria and



campaigning with his usual determined focus - but without his usual success. I liked his Variable Pitch (VP) Prop system and will get him to explain it again to me sometime!

All but one of the F1D flyers used spring actuated VP props to help slow the climb and get the most value from the torque of the now 0.4g rubber motors.

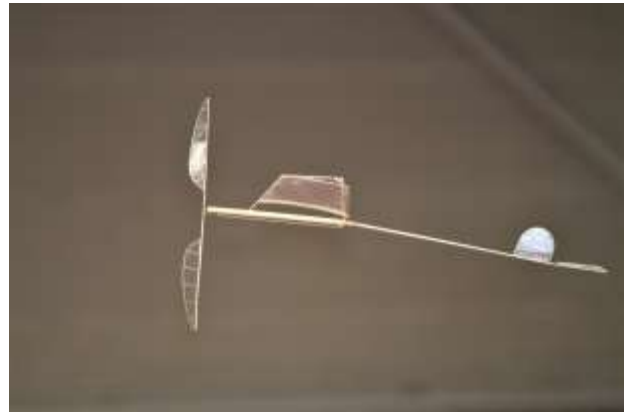
After one dodgy early flight, my own flight pattern settled and I managed some good times with new (tho slightly heavy) components.

Maris Dislers joined the party too with some very consistent flights with his F1D-legal 'Fly'. He did not use a VP prop. Perhaps at the end of the day this was the only thing that held him back...

F1L was also flown. Jack Metcalf made a

strong start as reigning local champ, but battle damage dropped him to 2nd. He even broke out his F1L Canard in an attempt to steal a few seconds... but it was not to be this time.

Many thanks again to friends and volunteers who turned up to assist including members of the Adelaide Aeromodellers



(my club!) who also supported the event with processing and timing duties, and to MASA which supported the event by covering the venue hire. Of all the major FAI classes, F1D has been on the endangered list for the longest - some would say ever since it began. Yet it still holds a fascination for both seasoned model flyers from all disciplines through to

dumb-struck members of the general public who see one and say: It weighs only how much?

Australia has been represented at F1D World Champs events each two years from 2012 - making a welcome come-back to the world stage having fallen almost to extinction after the highpoint



F1D								Best 2
1	Tim Hayward-Brown	11:11	10:33	11:10	<u>11:47</u>	11:15	<u>11:25</u>	23:12
2	Max Newcombe	8:26	<u>11:07</u>	<u>10:43</u>	-	-	-	21:50
3	Alex Secara	<u>9:56</u>	8:45	4:38	1:40	<u>8:56</u>	-	18:52
4	Sean O'Connor	2:28	8:30	<u>8:56</u>	<u>9:10</u>	8:12	-	18:06
5	Maris Dislers	1:02	1:00	1:02	<u>1:11</u>	<u>1:12</u>	-	2:23

F1L								Best 2
1	Tim Hayward-Brown	1:39	5:37	6:42	-	-	-	12:19
2	Jack Metcalf	7:52	1:09	2:05	3:54	4:10	2:28	12:02
3	Max Newcombe	1:27	<u>4:51</u>	3:01	<u>4:57</u>	-	-	9:48
4	Sean O'Connor	1:32	1:45	-	-	-	-	3:17



Naracoorte Model Aero Club

Fun Fly

11th + 12th November 2017

Our club is 50 years old, come and join us to celebrate.

- We have a large flat open area with a mown grass strip suitable for most types of aircraft.
- Naracoorte has many accommodation options.
- Got a van, tent or swag, you are welcome to camp on site.
- Catering available both days, with our fantastic Roast Dinner on Saturday night.
- MAAA card to be sighted on registration.

For more information

Email: naracoorte.model.aero.club@outlook.com

Or Call:-
 Matthew Dunstan
 President
 Ph: 0419 852 413

Matthew Hoskings
 Secretary
 Ph: 0417 626 375

 We are now on Facebook: Naracoorte Modellers



WILLUNGA VINTAGE MODEL AIRCRAFT CLUB Inc

By Don Howie

This Club, like many other model flying clubs, has mostly retired members who can fly any day of the week, weather permitting. The most popular flown during the week is Vintage Glider.

I decided recently to convert my 1937 "Trenton Terror" to electric power, but still allow it to be easily converted back to use as an old spark engine, such as my Brown Junior 10cc made in 1939. A ply plate was made up, 3 laminations of 1/16th inch ply for strength and fixed the plate with wood screws



into the wooden bearers at the front. Four screws fit the motor through the plate (see photo), and the 60 amp Hobby King speed controller



is under the motor and held to the bulkhead with a rubber band.

A 12x5 wooden prop is fitted and the large hole near the windscreen is for the Lipo battery plug, the 2200 mah 3 s is fitted in the cabin. I have left the switch and extra servo to cut the engine, still in the model, so it can be quickly converted back to

spark engine power.

The Fli Bi, 23 inch span biplane designed by the late David Owen and published in Airborne Magazine in 1978, now has 3 flying models built by Peter Leaney, Bill Britcher and Don Howie. My model is shown in the photo, with Airspan covering on the wings and tail and Humbrol enamel on the rest of the model. The model is powered with a 0.4cc Micro diesel, a replica of the American 2.1cc model made in 1948.



Also flying at the field recently was Chris Britcher with his 44 inch span "RC-1",



powered with a Cipolla .09 glo, made in Italy. The model is flown in the 2cc duration event that uses standard (no nitro) glo fuel. The engine performs very well, giving a quite rapid climb. The model has silk on the fuselage, with iron on transparent covering on the other surfaces.

Next 2cc model shown is the "Timer's Nightmare" designed by Frank Ehling in 1941 and published in Model Airplane News in April

1943. The original model was 44 inch span for the Super Atom 0.99 spark engine, designed by Ray Arden. Bill increased his model to about 52 inch span and fitted a Cox .09 Tee Dee glo, also running on standard fuel. The wings and tail also have transparent iron on covering.



Bill is currently organizing O/T contests on the first Thursday of the month or when the weather is suitable during the weekdays.

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

We are in the early planning stages at the moment but if you think you might be interested in attending, dates 10-11 November 2018, please email me at wjkelly2@bigpond.com As things are finalised more info will be posted.

Noarlunga Model Aero Sports
Military & Civil
Scale Flying Day



- **Public display day. Come along as a pilot or spectator**
- **Free entry for all pilots**
- **Awards for Military Master, Pilots Choice, Civil Scale, Junior Encouragement & MASA Encouragement**
- **Open to all Bronze, Silver & Gold Wings pilots with current MAAA card**
- **Further info - email secretary@nmas.info**



Sunday 26th November

Clisby Lane, Seaford Meadows

10am - 3pm. Drinks & BBQ

www.nmas.info



In Association with the Scale Aircraft Society of South Australia

TWO DAY FUN FLY

Come along and help us celebrate our *40th Anniversary - 1977-2017*

Noel Wenzel Memorial Fun Fly

Saturday 21st October

- ALL DAY FLYING - ANY MODEL - 'FLING WHAT YA BRING'
- BBQ LUNCH
- EVENING PUB MEAL
- NIGHT FLYING
- STAY OVERNIGHT
- CAMP AT THE FIELD
- RAFFLES

John Watters Memorial Scale Fun Fly

Sunday 22nd October

- ANY TYPE OF SCALE MODEL - SCRATCH - KIT - ARF - FOAMIES - ALL WELCOME
- FIELD BREAKFAST
- BBQ LUNCH
- SCALE JUDGING AND PRIZES
- RAFFLES
- GROUP FLYING ENCOURAGED

GATES OPEN 9.00
FLYING STARTS 10.00

ENTRY . . . \$10 PER DAY



97db noise limit

for more information call
Paul Mitchell...0401828026

MINUTES OF THE MANAGEMENT COMMITTEE OF MASA INC

Held on 4th October 2017 at The Restless Dance Theatre Meeting Room

Meeting opened by the Vice President at 19.30 Hrs

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

VISITORS: Nil

APOLOGIES: President, AFPVR, AAC, Newsletter Editor, Skyhawks, CMAS, SAIF, PLMAC, GIMFC.

Minutes of previous meeting

It was moved HMAC seconded O/T that the minutes of the previous meeting be accepted.
Carried

BUSINESS ARISING FROM PREVIOUS MINUTES

Golden Era Racing. Holdfast, Noarlunga, Pt Lincoln, South Hummocks and SSL clubs have offered assistance towards the running of the event.

Catering has been booked and a newsletter will be going out shortly.

Full details and entry forms are can be found on the MASA and Constellation web sites.

Email: pleaney@bigpond.net.au

CORRESPONDENCE IN

NMAS	--	MFF Application
NMAS	--	Review of trophy non compliance
WMAS	--	Request for Logbooks
PLMAC	--	Display Application/ Field turbine use
P.Leaney	--	Golden Era Trophies
MAAA	--	F1D Competitor Participation Support
CASA	--	Concorde Area Approval
Concorde	--	State field application update

CORRESPONDENCE OUT

Concorde	--	CASA Area Approval
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BUSINESS ARISING FROM CORRESPONDENCE

Golden Era Trophies. Approval was granted for the five classes of GE trophies to the value of \$400.

Military Fun Fly Trophies. Clarification was provided on the previous decision not to provide trophies for this event on the basis the event is a fun fly and not a competition. MASA encouragement awards have been granted and supplied to NMAS

PLMAC Display Application. It was moved by SSL and seconded by SCMAS that approval be granted for the display and arrangement made to have the club field approved for the operation of turbine models prior to the January display date.

Report on 2017 GPS World Masters. A report was submitted by Jon Copeland for inclusion into the MASA newsletter. A copy is also to be forwarded to MAAA for possible inclusion into the Wingspan magazine.

Concorde State Field update. An update report has been submitted by the Concorde club indicating the state of progress on land acquisition.

The vendor and purchaser have signed the contract

MAAA approval in place

RAAF approval in place

CASA Area Approval in place

NOTAM issued to Air Services for the location

Acoustic report completed. Received on Oct 2nd. Sent back for minor amendment and will be forwarded to council on receipt.

Council will submit for public notification Oct 25th to Nov 8th.

Club sent out letters to all neighbouring property owners. No objections or concerns have been received to date.

CATEGORY REPORTS

Control line:

September has been a busy month thanks to some reasonable weather coinciding with scheduled events. AAC's Grass rat race event was originally scheduled for September 2nd but was postponed to the 9th when the weather was much improved. 5 local teams took part. A report has been submitted to the Newsletter editor. The following day the F1D Indoor rubber power duration World Champs team trial were held at Parafield Gardens Rec. Centre. Organiser Tim Hayward Brown has also submitted an article to the Newsletter editor. Finally on the October LWE SHMAC hosted the SA Chapter of the World Wide Ringmaster Flyathon. Forty plus flights were completed in breezy but otherwise excellent conditions.

Regards, Peter.

GENERAL BUSINESS

Holdfast Auction. It's on again for 2017 at Cosgrove Hall on November 3rd. Check out the advertisement in the MASA newsletter.

Col Reedman/ De Havilland Day. This event was run at the Constellation club and the event was won by Kurt Meyer with his DH82A Tigre Moth.

Constellation Pylon Day. Unfortunately, the weather was not kind on the day and the event was washed out.

Photographs for the Website/ Facebook. The treasurer requested photographs of interest for the website and inclusion on the Facebook page.

RAHS. A debrief meeting will be held with RAHS on October 15th to review Drone Racing at the show and discuss future planning for 2018.

**Meeting Closed 20.30 Hrs
Next Meeting Wednesday 1st November 2017
at The Restless Dance Theatre 195 Gilles Street Adelaide**



HOLDFAST MODEL AERO CLUB

ANNUAL AUCTION

Friday November 3rd 2017

Cosgrove Hall
50 York Ave, Clovelly Park

Admission: \$5.00, Juniors (under 18) Free

Doors open at 6:30 pm for setup only

Trading tables operate from 7:00 pm

Auction commences at 7:30 pm

Snacks & refreshments available

Great Door Prizes!

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MASA EVENTS CALENDAR 2017

Date	Details	Location	Organiser
OCTOBER			
12	Indoor At Paradise Primary School	Paradise	SAIF
15	Slope F3F Glider	TBA wind dependant	SSL
21	Indoor at Goolwa	Goolwa Community Stadium	GIMFC
21	Handicap F2B	Unley Road	AAC
22	John Watters Memorial Scale Day	Strathalbyn	SMAC
22	2m and Open F5J	Milang	SSL
28 - 29	Port Lincoln FUN FLY - See Advert	Port Lincoln	PLMAC
28 - 29	Precision Aerobatics SA State Champs	Monarto AMA	SAPA
29	Jet Fun Fly Day	Constellation	CMFC
29	Radian	Milang	SSL
NOVEMBER			
3	Holdfast AUCTION at Cosgrove Hall 6:30pm York Street, Clovelly Park		HMAC
4	Club Combat	Unley Road	AAC
4	Indoor At Cornerstone College	Mt Barker	SMAC
5	HMAC Pylon and Combat 1pm Start	Holdfast	HMAC
5	Scale Glider Aerotow	Milang	SSL
9	Indoor At Paradise Primary School	Paradise	SAIF
11 – 12	Naracoorte Fun Fly	Naracoorte	NMAC
12	Pylon Racing	Constellation	SAMPRA
12	2m and Open RES	Milang	SSL
17 – 19	20 th GOLDEN ERA AIR RACES	Constellation	Golden Era
18	Sidewalk Sale and Fun Fly	Skyhawks	Skyhawks
18	Indoor at Goolwa	Goolwa Community Stadium	GIMFC
19	Scale Fun Fly Day	Concorde Club	SASOSA
19	Glider State Champs Tasmania	Tasmania	
26	Old Timer Glider	Constellation	SAOTA

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 of the month)

Executive and Office Bearers

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12 Sapphire Road, Morphett Vale SA 5162
email: secretary@masa.org.au

Treasurer: **Garry Oakley** Ph. 0417 814 373
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email: newslettereditor@masa.org.au

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Senior Flying Instructor: **Garry Oakley** Ph. 0417 814 373
email: sfi@masa.org.au

ANNUAL FEES: 2017-2018

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

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

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

CATEGORY MEETINGS

Control Line Second Tuesday monthly at 8:00pm
Seven Stars Saloon, Angus St. ADELAIDE

Radio Control Nil

Website www.masa.org.au

Web administration: webadmin@masa.org.au