

JULY 2018

NEWSLETTER



SASOSA member Ray Melton with his P-47D-22-RE "Miss Behave"



Read the full story on page 17

IN THIS ISSUE

2
NMAS
6
2018 F1D World Championships
10
SHMAC
17
SASOSA
Administration
21
MASA Minutes
25
MASA Events
Advertising
24
Modelflight



Web Site nmas.info.

check us out on

The AGM was conducted on Monday 4th June. The new Committee is President - Greg Badger, VP - Jason Tank, Secretary - Peter Readett, Treasurer - Garry Oakley, CFI - Troy Davis, CSO - Neil Tank, Committee – Malcolm Bartlett, Malcolm Neale, Ted Blackwell. Matt Wye & Paul Kumela.



Brett Oakley's TUNDRA FPV

There were plenty of good discussions, some feisty motions and amendments and ultimately a good direction set for the next 12 months. With the increase in electric models, it was good to see a strong endorsement to extend power out into the southern pit area.

Growing, attracting and retaining membership remains a strong topic from club level right up to the national level. There is also the desire to try and make our flying clubs a family friendly environment.

The Jacobsen clan went Pylon racing in Victoria over the June Long weekend which was one of the Australian Team qualifiers. Shaun got himself right up in the first 3 with a top time of 55.77. 8 rounds were completed. All 3 placed well in FAI and other categories.

It is amazing what you can find in the suburbs. A little piece of water tucked away in a wetlands that is just big enough for the foamie electric float planes. The neighbours never even know you are there. So much fun on a calm winters morning or afternoon.

As reported in June, Paul Wilkinson's Stearman has been repaired and re committed to the air with a bigger 30cc engine upfront. Add to this a new 30cc Stik, Electric Jet, Spacewalker, Cub. Paul's only been a member 6 months and has built up a squadron of various aircraft. Poor



Paul Wilkinson's STEARMAN

Wayne Miller is test flying and helping set up models left right and centre.

It is really good to see some of our new members really progressing with their flying. Members like Paul, Kane Charlish, Adam Burge and Des Madge to name a few who are working toward Gold Wings and developing their aerobatic repertoire. Keep it up guys and remember there is always help at hand if you ask.

Lots of new foamies aircraft appearing everywhere. Scale, Aerobatic, Slow Fly, Float Fly, twins, jets that sound fantastic, night flyers, big and small, cheap and expensive. It is amazing the range in sizes, the quick build times, all the included gear and the finish



Sean & Brett's TUNDRAS

is excellent. And all so quiet. It really is fun to see pilots pushing some of these aircraft to incredible extremes and the planes still holding together. Sean Readett & Brett Oakley put together an interesting reverse taxi sequence with their Tudras last Sunday.

We have a special picture of the month for your interest. Believe it or not?



Believe it or not



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BRIAN THOMSON Ph. 02 69223941 briandt_99@bigpond.com

2018 F1D WORLD CHAMPIONSHIPS REPORT

by Australian Team Manager Steve Nelson

Two F1D models made by Max Newcombe

The 2018 international F1D event was hosted this year by the AMA in West Baden Springs, Indiana USA from 19-22 March. The F1D event is one of several free flight events officially sanctioned by the FAI (Federation Aeronautique International), the international organisation that oversees all Aerospport, both model and full size aircraft.



The F1D world championships, held every 2 years, is for free flight indoor rubber powered duration models, and the aim is to have six flights of which the best two become your final score. The highest total wins.

This year there were 36 senior and 10 junior entrants from 14 different nations.

The Australian team was comprised of Tim Hayward-Brown, Max Newcombe, Alex Secara with myself as Team Manager and Alina Secara an Official Timekeeper. This is the first time since 1984 that the Australians have fielded a full team of 3 competitors and the first time they have all come from South Australia.

Indoor competitions can be flown in any suitable building but for record setting purposes they are classified by their ceiling height into 4 different categories. The higher the ceiling the longer the duration that can be achieved. The West Baden Springs site is classified Category 3 with a ceiling height of 29.5 metres and 60 metres in diameter. This is quite unfamiliar to the Australian flyers as the only sites we can get access to are normally less than 8 meters high.



The West Baden Springs Hotel Atrium. Site for the 2018 F1D World Champs

What is unique about the West Baden Springs site is that it is actually the atrium of a luxury hotel built in 1902, with six floors of hotel rooms built around the outside. All the participants and organisers were accommodated in the rooms which certainly made getting to the contest venue easy.

To aero modellers who only fly RC models F1D models are about as foreign as you can get. In order to achieve high duration, they are extremely lightly constructed from the best contest grade balsa wood and the fuselage reinforced with boron and .001" diameter tungsten. There is also increasing use of very thin carbon fibre to construct the propeller and flying surface outlines. A variable pitch propeller is normally used to limit the height the model can climb to. The covering is an extremely thin mylar that is virtually see through. It takes a lot of skill, a steady hand and between 30 and 60 hours to build each model, and each competitor normally brings 4-6 models to a contest, packed in a special box that is legal carryon luggage size for the airline travel.



2018 Australian F1D Team. L to R Max Newcombe, Alex Secara, Tim Hayward-Brown, Steve Nelson

The models have a maximum wingspan of 55cm and the minimum weight is an incredible 1.4 grams. To power this model a rubber motor with a maximum weight of just 0.4 gram is used. And yet a properly set up model in the right conditions can exceed 27 minutes in the air! Being an indoor contest, one would think that there is no wind or drift to contend with. Yet all buildings leak air no matter how well sealed they are and the temperature differential between indoors and outdoors can set up strong updrafts and downdrafts that are constantly changing. So, one of the tactics when flying is to closely watch other competitor's models to assess the conditions before launching your own.

Being a free flight model, the competitor has no direct control of the model after he has launched. It is just trimmed to fly in left hand circles. Therefore, it is possible for the model to drift into the wall or ceiling and become hung up or damaged thus terminating the flight. To counter this, competitors are allowed to use a helium filled balloon attached to fishing line to steer the models away from threats. This is a tricky skill to master, especially if the model is 30 meters up scraping the ceiling. This is where the USA and European teams had a distinct advantage as they are able to practice this skill regularly and become very proficient. The Australians had little or no experience in this and several of their flights were terminated early when they hung up on the walls.

The Australian team all arrived a few days early through Louisville and Indianapolis airports and then drove the 1.5 to 2 hours to West Baden Springs in southern Indiana. Being early spring it was still quite cold, dropping below freezing overnight, so we had to dress warmly. The weekend before the world champs started there was an unofficial contest, "The Jim Richmond Open", where competitors could practice and familiarise themselves with the venue.

In the 29 F1D world championships that have been held since 1961 the Americans have won 19 of these of which Jim Richmond has won 8 himself. 2018 marks the 50th Anniversary of his first world championship win. I doubt anyone else will ever be so dominant in this event.

On the Sunday evening we were treated to a preview of a new documentary on F1D flying called "Float" by Ben Saks that has been 8 years in the making. It contained footage from the last four world champs but was predominantly about current world champ Kang Lee of USA winning his first championship in 2014 in the salt mines of Slanic, Romania.

Monday 19th March was the official practice day. Unfortunately, Alex was unwell and not able to practice but Tim and Max had some satisfactory flights. Tim was interviewed on camera by the Hotel's media people and this footage appears on their Facebook site.



The ANZAC tables

On Tuesday 20th March, rounds 1 and 2 were flown. Conditions to start were not good as it was cold outside and the inside of the atrium was quite warm setting up a lot of turbulence. Most flights were sub 10 minutes. Round 2 was even worse as it started to snow outside! All competitors were questioning the wisdom of the organisers scheduling an event so early in the year. I suspect it was driven by the availability of the hotel venue during what is the quiet season before Easter.

Tuesday night the Australian team convened at a local German restaurant to work out an equitable order for flying for the remaining rounds. Each team is allocated a pair of timekeepers each day. They are responsible for the processing (compliance of weight and dimensions of the model) and the timing of each flight. Two watches are used for each official flight so only one competitor in each team can fly at a time. Each round is 3 hours long so effectively each team member has a one hour slot. As the conditions were expected to improve each day as it got warmer outside the popular time to fly was as late as possible in each round. This proved to be the case and all the best flight times were achieved after lunch. Our solution was to draw straws with the flying order rotating each round for rounds three, four and five. For the last round the highest scorer in the team would have the privilege of the last flight in the final round.

On Wednesday 21st March rounds 3 and 4 were flown. The snowing had stopped overnight but there was still snow on the ground and it was cloudy. Round 3 still produced below average flights for most. Indeed, it was quite stunning to see a model that had fought its way right up to the ceiling only to encounter a severe downdraft and be on the ground again in less than a minute!

After lunch the cloud cleared and the sun came out, improving conditions considerably. Alex did a 15:22 flight. The last to launch in round 4 was USA flyer Brett Sanborn who broke the Category 3 world record with a flight of 27:11.



Activity on the Australian table

Thursday 22nd March rounds 5 and 6 were flown. There were much better conditions from the outset today. It was sunny and becoming warm with most of the snow outside already melted. Alex had a reasonable flight of 11:27 but both Tim and Max had difficulties with steering and Max broke his model when it would not release from the line. Max achieved his best flight in round 6 with a replacement model scoring 13:56.

So far Alex had achieved the best flights and had the choice to fly last. The conditions were now so good he elected to fly second and scored his best flight of 17:14. This included his first ever steering in competition which was done perfectly following verbal instructions from his Romanian friend Aurel Popa in his native language!

Tim flew last for the Australians and scored 14:28, his best flight, but not as high as he had hoped for.

Again, one of the last to fly was Brett Sanborn who scored 27:01, bettering the previous world record again, thus becoming the new world champion.

Final results were 1st Brett Sanborn, USA 54:12; 2nd Zoltan Sukosd, Hungary 47:52, 3rd Corneliu Mangalea, Romania 47:40.

Team winners were 1st USA; 2nd Romania; 3rd UK.

Australian results were Alex 24th, Tim 30th and Max 34th. The Australian team was 10th overall.

Full results can be found on www.modelaircraft.org/files/events/results_wc2018.pdf

In the evening there was a full presentation ceremony with 3 course dinner, with trophies, a podium for the top 3 place getters complete with flags and national anthem. Just like the Olympics.

While not the best result we could have hoped for it was a valuable learning experience for all. We saw some fantastic flying including the world record being broken twice, saw stunning workmanship in the models and equipment, met some really interesting people and flew and stayed in a magnificent hotel. What more could we ask for?

Whilst interest in F1D is very low in Australia it remains quite popular in other countries particularly Eastern Europe and USA. I would like to thank the MAAA for their support that helped Australia to compete in what is an absolutely unique facet of our sport.



*Brett Sanborn USA 2018 F1D World
Champion*

All Photos from Steve Nelson

SPOUTH HUMMOCKS MODEL AERO CLUB

Well here we are already, the 2019 financial year has begun and already we've seen some cracking flying weather. Unfortunately for most, these days have been mid-week when nobody can utilize the great conditions! Let's hope it's a sign of things to come this year.

The June long weekend saw the usual running of the AGM along with a good weekend of camping. The usual crowd of campers, most of which were those dedicated associates from Noarlunga, mozied in on the Friday and some took advantage of the conditions straight away. The low temperatures coupled with some stiff breezes kept the skies from being full for a good part of the weekend but there were occasions when the winds abated and the brave took to the skies.

Sunday morning rolled around and the powers that be called the rabble together to conduct this years AGM. The president and secretary gave their respective reports for the previous year, which were received by the meeting. All the committee and associated roles were filled, with Anthony staying on as president, Ned remaining as the secretary/treasurer, Mal S put his hand up to do the safety officers role and new member Brett was somehow 'suckered' in to not only being the MASA delegate for SHMAC, but also the publicity officer (the shmuk who writes this dribble).

Once the formalities of the weekend were out of the way, the weather was still not at its most favorable, although several members decided they would brave the conditions and got a number of flights in. Rod and Ned 'apparently' saw things were not improving, so in a last-ditch effort they both, within minutes of each other, made the ultimate sacrifices to the gods above and planted their planes well and truly into terra firma. Unfortunately for all concerned the god were either looking the other way at the time, or thought the sacrifices were not worthy and opted not to grant our request for fine skies. Not surprisingly, given that neither Rod nor Ned actually knew the cause of their rapid drops with sudden stops, everyone seemed reluctant to attempt to make the most of what remained of the weekend.

Another item which came from the AGM was to form a sub-committee to aid in the organisation of the aforementioned Dawn Patrol. A number of members including a couple of the associate members have put their hands up to help out and a meeting has already taken place with a lot of items discussed. Planning is moving ahead nicely and a working bee is planned for the July 14-15 weekend, Ned has already put out an email seeking assistance, but if you've yet to read it and this goes to print in time, as the old saying goes 'many hands make light work' and even the smallest jobs if done well play a big part. If you've got a rake, spade, shovel and or a good back, your assistance will certainly be appreciated. Mal B was sighted scurrying around the field with trusty tape and note pad in hand, no doubt we will soon have a detailed scale drawing of the entire property, accurate of course to within less than a millimeter!

That's all from me this month, I am hoping to be able to attend 'fly days' at least once a month to not only obviously fly, but also to mingle with my fellow members and gain as much for your reading pleasure as I can, however if you do have anything you feel newsworthy, be it about happenings at the

field, new models etc. (including photos) flick either myself brett@oakleycontracting.com.au

or Ned sthummocks@bigpond.com an email and we'll be sure to get it included for you.

Clear skies and safe flying to all!



Ned Kelly getting into the Dawn Patrol spirit

3rd Annual Australian F5J Trophy



The Australian perpetual F5J trophy 3rd annual event is to be held at the NAAS field near Canberra
Presented by the AEFA in conjunction with the NAAS Club and 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



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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.
Enjoy the great NAAS site - camping permitted \$15 per night - toilets and shower provided.

: 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://alicespringmastersgames.com.au/> and Facebook page <https://www.facebook.com/alicespringmastersgames/> 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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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 sthummocks@bigpond.com Below is a list of things that we are planning and as more is finalised, more will be posted.

A little more information on what we propose to be doing on the weekend 10-11 November 2018.

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.

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.

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.

A BBQ lunch will be available at a small fee both Saturday and Sunday. We are hoping to have a catered dinner Saturday evening, cost to be advised, that will be run as a pseudo Military Dining-In Night. So if you are Military/Ex-Military, Para-military and you have a Mess Kit or Uniform, please wear it otherwise the dress for dinner will be smart casual.

Sunday will start with a very early breakfast then the Dawn Patrol flight and all WWI aircraft are eligible. Take-off time will be either at dawn or sunrise, depending on how dark it is. There will be a minutes silence observed at 11am and the Ode will be read. The rest of the day will be general flying with possible skirmishes as to the pilots whims. We also hope to have a bugle player sounding calls at appropriate times over the weekend.

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 as well.

We will be setting up a small theatre and showing WWI movies and dressing the place up with WWI memorabilia. Why not dress up in period dress or uniforms yourselves.

Our field has Ladies and Gents toilets, Unisex Hot shower, Kitchen facilities, BBQ, Mains water and Generator Electricity. We have plenty of 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.

This event has the makings of being a fantastic weekend 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.

Scale Aircraft Society of South Australia



Republic P-47D-22-RE “Miss Behave”

By Ray Melton

Once upon a time, I was at my mate Bruce's place in Sydney when the subject came up as to what would be our next subject. (Bruce and I build models together, its fun and its nice having 2 of the same machines flying together....) I was painting his Bf 109E at the time and with the Bulls**t and beer flowing freely, we went from Douglas Skyraider, then 2 more beers to Hawker Tempest, 2 more beers and finally settled on the Brian Taylor P47 and shook hands on it and 2 more beers...As Bruce lives round the corner from the Traplett plans man and has a good rapport with him we got a great deal on 2 P 47 short kits. These come with all the fiddly bits cut out and cowl and canopy, 2 drop tanks and a plan. So away we went.

The plan was of a Razorback Jug (1/6 Scale) which I have never been a real fan of, so plans were afoot to modify mine to a bubble top. However, (there is always a however...) the more I looked at it ,the harder that conversion seemed and I actually began to like the Razorback ! Now I don't mind it at all.

To the build...the plans are pure Brian Taylor....experienced modellers only but are beautiful and as a plan drawer and scratch builder my-self, his methods of construction are so similar to my own and that for me is perfect.

The short kit is very good although as with my Taylor 109, there were bits that were doubled up on and bits missing but nothing of real concern. (e.g. 2 sets of tailplane ribs and no rudder ribs). Cowl is great as is the canopy.

So the build got underway in about May 2014. Whenever I build a new model, I stare at the plans for about 3 weeks, scribble notes in pencil on it and actually build the model from go to whoa in my head. I always make a few little changes along the way to suit me and my methods. E.g. Taylor didn't put the proper Slotted flaps in, so I did. Very unlike Brian to do that, but it was a very easy modification. Different retracts too but most retracts are fairly standard in size so again, not a big deal.

I then copied the plan and cut up the copy to make it more manageable and build on that otherwise you ruin your good plan.

The build itself was very straight forward and I really enjoyed the whole process. Like any aircraft, there are always funny little bits that make you want to open a vein, but overall fairly easy. Also, the Jug is one of those aeroplanes that you don't realize just **HOW MUCH** detail is in it until you get well in! Wow, it is a busy aeroplane, it never ends!

Fuselage

Construction is very standard, square box with formers around it (ONLY way to build round fuselages..) and skinned with 2mm balsa. I put a few extra 3/16" stingers around the fuselage to support the skin to avoid the "Starved Horse" look when finished. It also makes skinning easier - more places to attach the skin. I DO NOT plank, I Sheet. I hate Planking! I spray my 2mm sheets with ammonia (or Windex) , it breaks down the fibres and allows easier bending around a structure. There's a few interesting curves on a Jug!

Canopy was cut into two pieces and made to slide on rails and a full detailed cockpit was installed. That was fun as always....@#\$%*....Held closed by a small magnet.

I made the tail plane removable. Slides on a 3/8 aluminium tube and held in place with a rubber band between the two through the fuselage. Makes storage easier and if you damage one, remove and fix. My Skyraider had the same, works a treat.



Wings.

Again, very straight forward. I use hard $\frac{1}{4}$ " balsa spars (ok 6mm for you others) with a 2mm (ok $\frac{1}{16}$ " for you others) shear webbing front and back to just past the undercarriage and single web out from there. Two spars, front and back. Taylor only had **ONE** ply wing joiner!!! I did one on both sides at the front spar and one on the rear spar too. When I'm pulling 6 g off the target after giving Jerry the whole 9 yards of a .50 cal high velocity mineral injection, **I DO NOT** want the wings clapping hands!! Very light and way strong enough. I am stunned at just how light the wing is. When I put the gear and struts in I reckon I doubled its all up weight!

Wing is skinned in 2mm balsa and ailerons and flaps fitted using scale hinging made from PC board. (Man, that stuff is great!) and there are no control horns visible. Scale method also and all removable.

One thing I have found being a Scale modeller all my life is that if you want to make something work on your model, just copy how **they** did it on the full size, because **THEY** have done it the easiest way possible (most of the time). That point was really driven home when I did the leading-edge slats on my 109E... Tried to be smarter than **them** with mixed results and eventually did it how **they** did it and worked a treat. You may not make it exactly the same but it's the principle of operation you're after.

Landing gear is **Robart pneumatic 85** deg with my own oleo legs. Gear doors are servo operated and controlled by a \$7 **Assan door sequencer** from Hobbyking. Works bloody brilliant once you get past the Chinglish instructions. A guy on Youtube shows you how to program it. Tailwheel is straight off the plan, homemade steerable and retractable unit, again works a treat. And the ply bits are also included in the kit by the way, but Muggins here made it from scratch then looked in the box and thought "What are these bits for...???" Ah... (money placed in Swear Jar)...

Select Gear up and servo retracts the mechanical tailwheel and opens the air valve for the mains and it all happens. Gear up, doors close. Down, doors open, gear down. It was at this point after getting all that to work I

walked away from it for 3 months....Arrrggghhh.... I did mention I enjoyed the build didn't I ???

Bomb racks are functional (I just gotta drop sumpin) and have a small Hobbyking servos in them. They are also removable and lightly attached with 2 small screws that in the event of a wheels up landing they just come clean off with no damage to the wing...

All the little things like gun barrels, pitot tubes and aerals are all removable (gun barrels are held on as a unit with magnets) These are all GUARANTEED to get knocked off when transporting or cleaning...



Aircraft was then sanded just enough to remove any major lumps and bumps and then covered in **BROWN PAPER**. Don't waste time and effort on a perfect finish because they do not look like that at all!! They are dreadful up close. They look like a Continental quilt! You want the warts and all...(which is great because I am trying to perfect laziness to an art form..)

The brown paper, (4 bucks a roll from Woollies and enough to cover 2 Jugs.) is stuck on with watered down (50-50) wood glue (PVA) one panel at a time. I draw the scale panel lines on the airframe and then cut out the paper panels and whack'em on. When dry they are tight as a drum and a smooth relatively hard surface. Gives beautiful scale Panel lines and then run your rivet tool along the edges when all done. And it is surprisingly fast to do once you get the knack. (I could do a separate article on this in the future. Ed ???)

Model is painted in automotive acrylic and the weathering done with an airbrush, artists pastels and many other dark satanic secrets (which could also be revealed in a future article. Ed???) Invasion Stripes are hand painted with house paints and rough as guts, as per the full size. They used a 6" brush, so I used a 1" brush. D Day markings are a little story on their own...

Markings are all hand painted. (that's probably the worst part) and then all sealed with a satin acrylic finish.

Engine is an **OS 160 FX with a Pitts muffler** slightly modified to get the exhaust out the Scale spots and swinging an 18 x 8 Wind Whacker. All refuelling and air and switches are hidden behind scale panels so there is nothing to offend one's eye.



The dummy radial is made from paper tube and string wrapped around for cooling fins and the crankcase is the neck of a plastic coke bottle. There are a dozen different profiles of plastic bottles, one to suit any radial! Plastic tubes for pushrods, wire for plug leads etc. cheap and nasty but very effective (and light!) and all mounted on a ply disc epoxied into the cowl. I also made an extension shaft for the engine, about 1" long from 1" aluminium. This allows the engine to be mounted further back which stops the real engine from interfering with the dummy engine and clears the cowl better and allows the dummy engine to be in the right spot. It also makes cooling easier with baffles and correct airflow.

Guidance is **Hitec Aurora 9** and **Hitec servos**.

The model is of a P47D -22 assigned to the 82nd Fighter Squadron, 78th Fighter Group, 8th Air Force, and based at Duxford, England, in 1944 and flown by **Lt Robert Bosworth**. Sadly, Robert passed away in 2003...

What's next?Fairchild C119 Boxcar... stay tuned....

Tally Ho, Ray



MINUTES OF THE MANAGEMENT COMMITTEE OF MASA INC

Held on 4th July 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 [NMA], 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

Minutes of previous meeting

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

BUSINESS ARISING FROM PREVIOUS MINUTES

Sports Recognition. Response received from the Ministers office indicating to apply through Sports and recreation. Motion by Holdfast seconded by NMA that MASA proceeds with an application. Motion carried.

Correction to June minutes. Corrections made to typo's,
Clarification of end date for MAAA Instructors requalification by 1st July 2020
Correction to Auditors name, R. Homes
Correction made to mover and seconder of motion for World Champs competition support

State Field North. Settlement for the purchase of land by MAAA at Reeves Plains was finalised on 14th June 2018. Currently MASA is awaiting a lease and leasing costs from MAAA.

State Field South. All requirements for council planning have been lodged with Alexandrina council. Subject to council processes and any objections it is envisaged some indication may be available late August.

Heavy Model Inspectors. Applications for A. Cox and G. Leigh have been processed by John Modistach and endorsed by MASA. The documentation will now be forwarded on to MAAA.

CORRESPONDENCE IN

WMAS	--	Display Application.
MAAA	--	Notification of settlement
SHMAC	--	Request for Dawn Patrol Support
Treasurer	--	Financials
Concorde	--	Request for funding
AAC	--	Category report

AAC plan to run the SA State Champs Vintage Combat event on July 7th which was blown out in March, but this again looks to be the case on Saturday with 40km/hr wind forecast. Regards, Peter.

GENERAL BUSINESS

MASA Club Executives. The secretary requested that if any changes in Club executives have occurred for 2018/2019 year, can he and the Treasurer/ Registrar Garry Oakley please be notified. Please be advised that clubs with a CASA Area Approval are also required to notify any change of specified persons nominated within their respective Area Approval to CASA.

Instructors Refresher Course. The next course for the MAAA Instructor rating will be held at Holdfast on Saturday 21st July at 9.00am.

It is envisaged that owing to existing commitments the next refresher course will be run in September 2018 TBA and then on every two months. Enquiries should be directed to the SFI Garry Oakley.
treasurer@masa.org.au

Concorde. The club requested that MASA advise them of a time frame for the delivery of a MASA/Club operating lease for Reeves Plains. It is envisaged that this matter will be progressed on receipt of the MAAA/MASA lease due to be received shortly.

SARCH. The meeting was advised of a CASA advertisement that is being shown at cinemas across the country. The informative advert is specifically directed to the safe operation of drones.

**Meeting Closed 21:35 Hrs
Next Meeting Wednesday 1st August 2018
at The Restless Dance Theatre 195 Gilles Street Adelaide**

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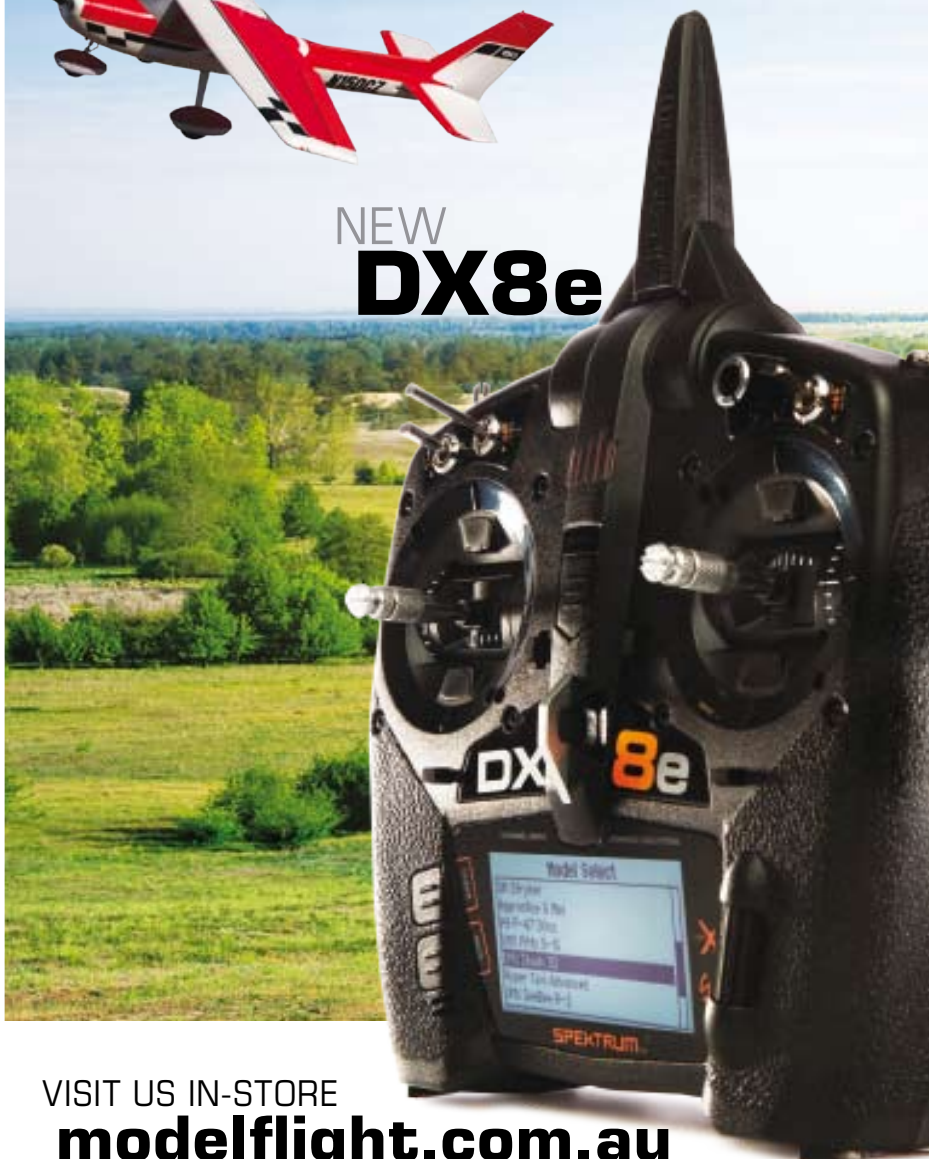
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MASA EVENTS CALENDAR 2018

DATE	EVENT	VENUE	HOST
JULY			
12	Indoor At Paradise Primary School	Paradise	SAIF
15	Scale Fun Fly Day	Constellation	SASOSA
15	Open Thermal	Milang	SSL
21	Indoor at Goolwa	Goolwa Community Stadium	GIMFC
22	Precision Aerobatics Competition	Constellation	SAPA
22	Scale Glider Aerotow	Milang	SSL
AUGUST			
4	Indoor At Cornerstone College	Mt Barker	SMAC
5	Radian	Vic Park	SSL
5	HMAC Pylon and Club Competition	Holdfast	HMAC
5	IMAC Aerobatics Comp 2 "The Connie Challenge"	Constellation	IMAC SA
9	Indoor At Paradise Primary School	Paradise	SAIF
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
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

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

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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

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www.masa.org.au
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