



WINDSOCK

The Journal for Aeromodellers Western Australia

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December
2011



Simon's Ceres being launched by Danny

F3F One Day Event

On Saturday 26th November, 13 pilots gathered at Turbine 10 Sandpatch Albany for a full afternoon of F3F racing. The day started out with a few rain clouds about, but soon cleared enough to give a steady S to SSW 15/18kt breeze. This was near perfect for the event to be held at Turbine 10. Most of the pilots had arrived on Friday and had practiced all afternoon at Turbine 1 in similar conditions to what we were to have Saturday, four pilots elected to make the lengthy day trip from Perth on Saturday and return that night and another two pilots were local from Albany.

The 100m course was measured out and set up by 12:30pm and the pilots meeting called, before getting the first round underway before 1:00pm. The format, which is now very popular and helps make the competition run more smoothly, was to be two rounds flown back to back. This reduced the number of landings anyone had to make throughout the competition and get through the rounds a lot quicker.

In the Open Class Rod O'Neal was first to fly with his Fosa setting out with a 46.07 and then 44.33 second run. The breeze had not yet steadied and still a bit patchy, depending

on when you flew in the first couple of rounds depended on how good your time would be. Most pilots managed around the 50 second mark for these first two rounds with only 4 other pilots achieving mid to low 40 second times. However, it was Matt Pickin flying a Ceres Lift who won the first round, a personal best of 45.56 then Simon Watts looked on fire with a personal best to take out round 2 with 41.67. It quickly became obvious that everyone was going to have the best opportunity on this day to create a new personal best time as the lift improved.

Round 3 was again won by Simon with his Ceres Lift at 43.52 then in round 4 Simon again broke his personal best to win with 40.28. Rod then found some form in round 5 and 6 to win them both with a 43.43 then the first sub 40 for the day of 39.77 to also give him a new personal best. Rod seemed to get the better air and was under control for he also took out round 7 with another personal best of 39.54. No one else had really been able to fire a shot during rounds 5, 6 and 7 but then Simon broke Rods winning streak in round 8 with a 40.99. Once again though, Rod pulled it back together in round 9 to win with 43.49. The good air eluded Rod in round 10 and was

won by Paul Marshall flying his Predator with a personal best and fastest time of the day at 37.77. Paul also took round 11 with 42.13. The final round was won by Matt Pickin with 40.01 a new personal best. Matt would have done a lot better through out the competition but had at least three cuts, all in different rounds. Rod also had 2 cuts in different rounds including one in round 6 which he achieved 39.77.

The lightweight competition format was changed slightly for this competition, instead of planes being required to be 1.5kg or less, planes were now allowed to be up to 2.050 meters and weigh less than 2.5kg. This class is to be known as the Sportsman class. Scoring of rounds was to remain the same but any pilot who was flying Open class could also change planes and fly an equal number of rounds in the Sportsman class. This method of allowing to fly in both classes is to remain under review but the change in class to Sportsman from Lightweight will remain for the next F3F event in Esperance.

Three pilots elected to fly the Sportsman class Nigel with an Ocelot, Jeremy with his Whippet and Collin with his Typhoon. Nigel became the clear winner in the Sportsman class winning 6 rounds. Collin won 4 and Jeremy won 2. Well done to the these three pilots they all flew very



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The F3F site

well with Jeremy flying his first F3F event and Collin returning to F3F after an approximate 15 year absence; by the way Collin, that was an awesome custom paint job on the underside of that wing. However Nigel was the one who wrestled his Ocelot to victory before jumping back in the car with Rod and making the trip back to Perth that evening.

Most pilots achieved personal best times for the day. Local pilot Glen Twaddle dropped his time to 46.63 with his Skorpion. Another local pilot Lloyd Elliot flying a Strega who was in his first F3F event achieved a 62.06 and showed significant improvement as he got into the swing of the event. Danny Hales one our more senior regulars dropped his personal best to 48.03 with his Coracho. The most senior member of the group however, Ray Datodi, dropped his personal best down to 49.24 with his Skorpion. Jeremy Stratton flying his X-21 achieved a 50.08, this was Jeremys first time flying a 3m plane and first crack at an F3F event. Chad Meester who was, by his own admission, extremely nervous about flying in the competition was still able to steer his Sting to a personal best of 46.12. Steve Gleeson was able to pull his personal best down to 45.62 with his Victor. Steve was one of the pilots who had made the trip down from Perth for the day, so considering the lack of pre event practice; this was a very good time. I don't know what Collin Carsons previous personal best was (from 15 years ago) but Collin assures me that

the 44.12 he did was his best ever time and had a smile on his face that looked to stay there for quite sometime. Well done to all, it was certainly a good day for dropping your personal best time.

Lloyd Elliot won the most improved. Ray Datodi won most consistent and Collin Carson won the Handicap. Paul Marshall won fastest time at 37.77. Nigel Molyneux won the Sportsman class and Rod O'Neal won the Open class.

The event was again a huge success with some of the best conditions you could hope for along with some very helpful and enthusiastic pilots which made running the F3F One Dayer much easier for Simon and myself. I would like to thank everyone for attending and being so willing to help out. I would also like to thank Glen Twaddle for organizing the required access permission to Turbine 10; with out it we could not hold the event there.

Final results

Open Class

1st	Rod O'Neal	Fosa	9704
2nd	Paul Marshall	Predator	9389
3rd	Matt Pickin	Ceres L	9239
4th	Simon Watts	Ceres L	9098
5th	Chad Meester	Sting	8359
6th	Colin Carson	Sting	8205
7th	Glen Twaddle	Skorpion	7664
8th	Nigel Molyneux	Ocelot	7419
9th	Jeremy Stratton	X-21	7263
10th	Steve Gleeson	Victor	7081

11th	Ray Datodi	Skorpion	5699
12th	Danny Hales	Coracho	5510
13th	Lloyd Elliot	Strega	4387

Sportsman Class

1st	Nigel Molyneux	Ocelot
2nd	Collin Carson	Typhoon
3rd	Jeremy Stratton	Whippet

The next F3F event will be in Esperance.

The Chook Cup Challenge Thursday 26th Jan 2012. This is a practice event and you may join in when you arrive if you are traveling that morning.

Day 1 of the Bay of Isles Cup Friday 27th Jan 2012.

Day 2 of the Bay of Isles Cup Saturday 28th Jan 2012

On Sunday, if I am not burnt out running the events Thursday Friday and Saturday, then the course will be set up Sunday and a training/practice comp will be held for those not leaving for home until later.

Start times will be 12:00pm depending on the conditions; the slope to be used will be determined on the day. Please contact me by 9:00am on the day for this information.

Most pilots make a week of this competition and take advantage of the magnificent slopes that Esperance has to offer and will be arriving the Tuesday before the events. I look forward to seeing you on the slope!

Paul Marshall Mob 0438094969
Email pall5599@yahoo.com.au



Jeremy's X-21 being launched by the CD

CFI Report 12/12/2011

First I would like to congratulate Jack Shin who went through a special sitting of the instructors test to obtain his instructors ratings for helicopters. I am willing to make special arrangements when there is an urgent need to have an instructor in an area where there may not be one, so that the wings tests can be taken by anyone in front of an AWA certified instructor and handed out, provided they pass all the elements in the test of course.

The next official instructors test will in May. You will need your club committee to put your name forward to me if you wish to do the instructors test. I am willing to travel to the country if a club asks me too. I am sure we can work out something with the country club and the AWA regarding travel expenses etc. Also my offer to go to any club for a special flying instructing session is still open, provided I am invited by the club. Any person wishing for a special one on one training session can call me and I will be happy to see you at my own club. Training can be from the basics to advanced aerobatics.

It is sometimes the simple things people don't know that often may help their plane fly better. For example when putting on the elastic bands on your trainer, start from the leading edge. This will ensure the tight part of the band is in the front and will help stop the wings leading edge lifting when pulling some "G" (Causing the zoom affect). To ensure we have enough bands put your thumbs, one each side on the leading edge dowel and try and lift the wing with your fingers. If you can't without considerable effort there is most likely enough bands. If you can, add more bands. Do not cross the bands. Only put them on parallel. This way if the plane contacts the ground a bit wrong, hopefully the wing will just pop off, instead of ripping half the fuselage out as it departs the aircraft.

Again I should point out you do not need an instructors rating to instruct, but you do need one if you are to test pilots for their bronze and gold wings. In fact it is preferable to have instructing experience before sitting the test. Introduction to teaching would most likely be best if put with somebody who is near to going solo or who has just gone solo. They then become a second set of eyes for the student who may still sometimes get into a bit of trouble with orientation of the plane or not make enough allowance for wind. This way it allows the more experienced instructors to take on the newer students.

Failsafe

Most radios have this function and to me it is absolutely vital to set it up. My aircraft has gone into failsafe a few times for various reasons over the years and thankfully I have not lost one. So to me this is the best settings to put on a fixed wing aircraft.

1/ Elevator. At full up, but not enough to stall the wing of the aircraft. Reason: When the aircraft goes into fail safe you will know. It will continue with a tight spiral or half loops as it climbs and then drops the nose at the stall and into another half loop. This will give you time to yell to switch off all radios not being used for aircraft in the air or run to the plane holding your transmitter up high to try and get range back. If the plane impacts the ground it will be at its lowest possible airspeed. This setting also stops the aircraft getting to far away.

2/ Ailerons and Rudder. Set these to neutral. Reason: We don't need the aircraft to be rolling when we have no control.

3/ Throttle. Electric should be set at full off. Small aircraft with glow engines, at the flying idle. Large aircraft such as IMAC, lowest idle possible. Reason: The engine needs to bring back the aircraft if radio contact is regained. Electric can obviously restart from 0 rpm. IMAC

or large models develop lots of thrust even at idle, so if the radio is switched off before the receiver, we do not want the large model moving along the ground cleaning up everything in its path.

4/ Retracts. Mixture. Flaps. These should be set at hold. Reason: Wheels are best in the aircraft if it is about to hit the ground, but we don't want them retracting if again the radio is turned off after we have landed. Mixture and flaps do not need to be operated when they are in a set position.

5/ Don't forget to set low battery, throttle failsafe such as Futaba has. This has saved a few aircraft at our club over the years. If battery power is low in the aircraft the throttle will go to low idle. Pull the throttle stick back and push open again to get throttle back and land immediately. No go arounds.

If an aircraft goes in without the failsafe operating, then at least it is a fair bet that power has been lost with a broken wire etc, and not a real loss of radio link.

I invite any ideas for failsafe settings for helicopters, although I imagine this is not as clear cut.

Safe flying

Steve Coram

AWA CFI

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AWA Treasurers Report 12/12/11

Receipts

04/10/11	WARMS	240.00
11/10/11	DAMS	100.00
18/10/11	WARMS	140.00
19/10/11	Foothills	40.00
19/10/11	D Morrow	150.00
25/10/11	DAMS	100.00
26/10/11	WARMS	860.00
26/10/11	GAM	400.00
26/10/11	Merrifield Anthony	100.00
26/10/11	Mcgregor Rob-Roy	90.00
27/10/11	KAMS	430.00
01/11/11	WARMS	50.00
03/11/11	SAWA	240.00
07/11/11	WARMS	140.00
09/11/11	SWARMS	490.00
18/11/11	WAMASC	100.00
21/11/11	KAMS	280.00
29/11/11	WARMS	90.00
29/11/11	WARMS	200.00
29/11/11	WAMASC	100.00
07/12/11	WARMS	100.00
07/12/11	TARMAC	140.00
09/12/11	PIF	680.00
09/12/11	WARMS	200.00
	Total	5460.00

Payments

01/10/11	Shire of Capel	22.95
01/10/11	Office Works	226.87
01/10/11	Australia Post	103.52
01/10/11	Pink Gecko	462.00
01/10/11	ATO	1853.00
21/11/11	Australia Post	69.98
21/11/11	MAAA	5100.00
21/11/11	Pink Gecko	462.00
21/11/11	Malaga Metals	2200.00
21/11/11	Aclass Linemarking	2750.00
	Total	13250.32

Bank

Bank Statement 12/12/11	18431.64
Money on hand	0.00
Unpresented cheques	0.00
Term deposit	91742.20
Balance 12/12/11	110173.84

Payments to be approved

12/12/11	Australia Post	358.06
12/12/11	Ausconnect	71.50

Club Registrations

AMAC	25
BSAA	43
CAM	8
CLAW	23
DAMS	39
EMAC	14
FOOTHILLS	14
GAM	13
KA	15
KAMS	119
LMAC	19
MADMAC	15
MERCURIANS	12
MERRREDIN	10
MWAM	17
PERTHHELI	30
PIF	16
PILBARA	7
SAWA	2
SMSWA	9
SWANMAC	23
SWARMS	33
TARMAC	1
TARMACWA	10
THIRTEEN	8
WACOUNTRY	19



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WAFFS	8
WAMAC	19
WAMASC	200
WANNEROO	43
WARMS	118
WARS	76
WASP	19
WDFC	21
Total Clubs	1048
AWA Total	915

Wings recently awarded

74076	P E S BALDREY	Bronze (P)
49079	L DAVIDSON	Gold (P)
71752	V L PETER	Bronze (P)
75354	A MULLER	Bronze (P)
69969	J D NOLAN	Gold (P)
75386	M R MURAD	Bronze (P)
42889	J FINUCANE	Bronze (P)
74192	V GUSAKOSKI	Bronze (P)
28683	N BOWDEN	Gold (P)
65004	M R WOODBURY	Bronze (P)
72647	IAN SALAU	Bronze (G)
75362	S VILLJOEN	Bronze (P)
71833	J FENN	Bronze (P)
75449	P Leach	Bronze (P)
69993	G G ANSTY	Bronze (P)

Ross Cant AWA Treasurer

1. PC9 Wings good condition \$20 each. Tail and Fuselage pieces free.
2. Edge 540 .90 size Airframe and some servos \$50.
3. Chipmunk Kit Built and ready to fly, just add receiver and batteries \$400. or \$200 without motor.
4. Tiger Shark Wing .46 size good condition \$20.
5. Kartender ready to fly just add receiver and battery \$400 or \$300. without motor.
6. Jungle Man 1/4 Scale Bi -Plane needs work to finish \$200.
7. 50cc Hanger 9 Cap232 motor and receiver to fly \$400.
8. Hanger 9 P47 Thunder bolt 50cc needs minor repairs but ready to fly \$1000. or \$300 Just for airframe.
9. YAK 55 26cc needs repair \$50.
10. Boomerang Airframe only \$50.
11. Butterfly Fun Fly Airframe and servos \$50.
12. Petrol Motors (Chinese made) Some complete some need ignition system, all new, 26cc to 150cc open to offers.

Sam Canalini, 14 Allison Drive, Girrawheen
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For Sale



HK- 600GT 3D HELI GY401 GYRO, 2 X TURNIGY 5800MAH 6S 25C LIPO BATTERIES, 1 X ZIPPY 5000 MAH 6S 25C LIPO BATTERY, 2 SETS MAIN BLADES 600MM, CURTIS YOUNGBLOOD RADIX 95 mm TAIL ROTOR BLADES, TURNIGY TYPHOON 600H HELI MOTOR 1100kv, TURNIGY K-FORCE 100A BRUSHLESS ESC, HS-7966HB TAIL SERVO, HS-5645MG X 3 SERVOS FOR THE CYCLIC AND COLLECTIVE RUNS ALIGN GEARS AND SWASH PLATE, 2 SPARE BOOMS, SPARE TREX 600 LANDING GEAR, SPARE TREX 600 170T MAIN GEAR, SPARE TREX600 TAIL DRIVE GEAR, SPARE TREX600 ONE WAY BEARING, 2 X 11T, 13T PINION GEARS, SPARE DAMPER RUBBERS,(GREY), 3 X SPARE HK 600

Classified Ads

For Sale

Precision Aerobatics 330L 106" Wing Span Competition Model' Scale aerobatics, Engine 3W106 only 30 minutes running time electronic ignition, Servo Distribution box Emcotec, All servos are new Hitec 5955, Smart fly ign cut off, 2 battery voltage monitors, Receiver Multiplex 12chn IPD 36 mhz, Wing tubes Alloy and carbon one set of each, 2 Propellers 1 wood 1 carbon 28 X10 new, Wing tail and rudder protection bags, Color is Black and yellow, Model has only had 3 flights and is in excellent condition, There are extras to go with this model, For more information phone Phil Trueman 9458 8092, Price \$3400 ONO, Reason for selling Lack of interest

For Sale

Sport Scale Douglas Skyray Ducted Fan, Has a Rossi 90 DF Motor, Byron Fan unit with spare New fan, Byron Tuned Pipe, Robart air retracks, and a few servos in the Fuselage. \$300, Contact Mick Webb Ph No 0894391742

For Sale

Need to sell- Got too many planes - Open to offers on everything, please call Sam Canalini on 0409 071335

FEATHERING SHAFTS, NO RECEIVER, \$700
PHONE: NEIL 0417946294

For Sale



AGUSTA A109 SCALE HELICOPTER, (Australian Navy Paint scheme) WITH RETRACTS, RAPTOR 90 MECHANICS, GY401 GYRO, FUTABA S9254 TAIL SERVO, HITEC HS5625 SERVOS, HITEC HS645MG THROTTLE SERVO, FUTABA S136G RETRACT SERVO, 710MM MAIN ROTOR BLADES, SCOTT GRAY REACTOR X POWER SYSTEM WITH 1X 2200MAH 7.4 V LIPO BATTERY, OS91HZ ENGINE, FUN TECH HN-90 MUFFLER, NO RECEIVER, \$1800 PHONE: NEIL 0417946294

For Sale



Raptor 90 3d, (NO ENGINE), GY401 GYRO, FUTABA S9254 TAIL SERVO, HITEC HS6975 SERVOS., 690mm MAIN ROTOR BLADES x 2 sets, POWERBOX GEMINI DUAL POWER SYSTEM WITH 2 X 1700MAH LIPO BATTERIES. SPARE CANOPY. NO RECEIVER, \$800 OR \$1100 WITH NEW,(STILL IN BOX) 91SZ-H PS HYPER ENGINE, PHONE: Neil. 0417946294

For Sale



HUGHES 500MD SCALE HELICOPTER, RAPTOR 90 MECHANICS, GY401 GYRO, JR8700G TAIL SERVO, HITEC HS6975 SERVOS, HS5475HB THROTTLE SERVO, 700mm MAIN ROTOR BLADES, POWERBOX GEMINI DUAL POWER SYSTEM WITH 2 X 1700MAH 7.4 V LIPO BATTERIES, (needs to be installed), OS 91HZ ENGINE, NO RECEIVER, \$1200 PHONE: NEIL 0417946294

For Sale

Sports scale Douglas Skyray ducted fan, has Rossi 90 Motor, Only been run on Castor based fuel. Byrom fan unit with spare blade, Byron tuned pipe. Has a few servos built in and tricycle air retracts, twin fuel tanks, Ai/Elv extensions, painted white with dayglow red. \$300 Contact Mick on 94391742

Classified ads like these are available to AWA members for free. Send your copy by email or post to rosscant@sse.com.au or PO Box 670, Mt Lawley, WA 6929

Windsock Deadlines

The deadline for all material for Windsock is Monday 20h February 2011.

Material should be sent by email or post to the Windsock Editor lainwa@ozzinet.net, phone 0414 517140 or 46 Millard St, Eaton WA 6232

AWA Contact Information

President Peter Brien
phone: 9306 4847
email: president@aeromodellerswa.info

Secretary Bill Davies
49 Lyndhurst St, Dianella WA 6059
phone: 9276 5347
email: llewellyn2@arach.net.au

Treasurer Ross Cant
phone: 0404 634 366
email: treasurer@aeromodellerswa.info

Chief Flying Instructor Steve Coram
phone: after hours on 9405 1986
email: sjcoram@iinet.net.au

Windsock Editor Larry Allen
phone: 0414 517140
email: lainwa@ozzinet.net

Windsock Advertising: Ross Cant
contacts as above

AWA Calendar

Date	Time	Event	Venue	Contact
12/Dec	20:00	AWA Meeting	Yokine Community Centre	287 McDonald St Yokine
04/Jan	07:30	Indoor Flying	Les Hansman Centre	Ross Cant 0404634366
21/Jan	13:00	Pylon	KAMS	Glen Baldwin
26/Jan	09:00	Chook Cup Challenge F3F	Esperance	Paul Marshall 438094970
27/Jan	to 28/Jan	Bay of Isles Cup F3F	Esperance	Paul Marshall 438094971
01/Feb	07:30	Indoor Flying	Les Hansman Centre	Ross Cant 0404634366
18/Feb	09:00	AWA F3B Glider	KAMS	Simon Watts
20/Feb	20:00	AWA Meeting	Yokine Community Centre	287 McDonald St Yokine
03/Mar	to 04/Mar	WA State Open F3F	Albany	Paul Marshall 438094972
07/Mar	07:30	Indoor Flying	Les Hansman Centre	Ross Cant 0404634366
10/Mar	13:00	Glider Aerotow	KAMS	Chris Martin
18/Mar	13:00	Open Scale Rally	KAMS	Ken Wansbrough
24/Mar	13:00	Pylon	KAMS	Glen Baldwin
01/Apr	09:00	Warbirds	KAMS	Ian Johnson
04/Apr	07:30	Indoor Flying	Les Hansman Centre	Ross Cant 0404634366
12/Apr	-	65th MAAA Model Aircraft Nationals	Perth	-
13/Apr	-	65th MAAA Model Aircraft Nationals	Perth	-
14/Apr	-	65th MAAA Model Aircraft Nationals	Perth	-
15/Apr	-	65th MAAA Model Aircraft Nationals	Perth	-
16/Apr	20:00	AWA Meeting	Yokine Community Centre	287 McDonald St Yokine
16/Apr	-	65th MAAA Model Aircraft Nationals	Perth	-
17/Apr	-	65th MAAA Model Aircraft Nationals	Perth	-
18/Apr	-	65th MAAA Model Aircraft Nationals	Perth	-
19/Apr	-	65th MAAA Model Aircraft Nationals	Perth	-
20/Apr	-	65th MAAA Model Aircraft Nationals	Perth	-
02/May	07:30	Indoor Flying	Les Hansman Centre	Ross Cant 0404634366
05/May	13:00	Glider Electric	KAMS	Nigel Molyneux
19/May	13:00	Pylon	KAMS	Glen Baldwin
20/May	09:00	AWA F4C Scale (Static @ 9.00am, Flying @ 12.00pm)	KAMS	Ken Wansbrough
27/May	09:30	OT Nostalgia (trial)	Oakford	Paul Baartz ph.9259 6663
03/Jun	09:00	Jet Day	KAMS	Neil Giggins
06/Jun	07:30	Indoor Flying	Les Hansman Centre	Ross Cant 0404634366
10/Jun	09:30	OT 1/2A Texaco and Burford	Oakford	Paul Baartz ph.9259 6663

17/Jun	09:00	Open WWII Rally	KAMS	Ken Wansbrough
18/Jun	20:00	AWA Meeting	Yokine Community Centre	287 McDonald St Yokine
30/Jun	13:00	Glider Electric	KAMS	B&M Pettigrew
01/Jul	09:00	All In Scale Open	KAMS	Ken Wansbrough
01/Jul	09:30	OT Duration	Oakford	Paul Baartz ph.9259 6663
15/Jul	09:30	OT 38 Antique	Wanneroo	Paul Baartz ph.9259 6663
12/Aug	09:30	OT Burford (State)	Oakford	Paul Baartz ph.9259 6663
20/Aug	20:00	AWA Meeting	Yokine Community Centre	287 McDonald St Yokine
25/Aug	09:00	Glider Rally	KAMS	Danny Hales
25/Aug	09:30	OT Std Duration	Merredin	Paul Baartz ph.9259 6663
26/Aug	09:30	OT Texaco	Merredin	Paul Baartz ph.9259 6663
09/Sep	09:30	OT Duration (State)	Oakford	Paul Baartz ph.9259 6663
09/Sep	13:00	Open Scale Rally	KAMS	Ken Wansbrough
22/Sep	13:00	Pylon	KAMS	Glen Baldwin
23/Sep	09:00	Jet Day	KAMS	Neil Giggins
23/Sep	09:30	OT Std Duration (State)	Oakford	Paul Baartz ph.9259 6663
06/Oct	13:00	Glider F3B	KAMS	Tim Kullack
07/Oct	09:00	ARF Scale Day	KAMS	Andy Peryer
07/Oct	09:30	OT 1/2A electric Trial	Oakford	Paul Baartz ph.9259 6663
14/Oct	09:00	AWA Large & Stand Off Scale (Static @ 9.00am, Flying @ 12.00pm)	KAMS	Ken Wansbrough
15/Oct	20:00	AWA Meeting	Yokine Community Centre	287 McDonald St Yokine
20/Oct	13:00	Pylon	KAMS	Glen Baldwin
21/Oct	09:30	OT Texaco (State)	Oakford	Paul Baartz ph.9259 6663

MINUTES AWA Special General Committee Meeting 12th December 2011

Venue : Yokine Community Centre McDonald St Yokine.

Date 12th December 2011

Meeting opened at 8.00 pm with Peter Brien in the chair.

Apologies

Larry Allen (Dams), Kevin Hooper (Wanneroo) Graeme Cooke (CLAW)

Vsitors Nil

Attendance Peter Brien, Bill Davies, Ross Cant, Steve Coram, Richard Morrow, Trevor Letchford, Vince Jubb, Brian Kidd,

Correspondence In Email apology from Larry Allen Kevin Hooper and Graeme Cooke

Correspondence Out Letter notice to all Members

Correspondence Accepted

Moved: Bill Davies 2nd Steve Coram **Carried**

Business

For Special Resolution

Because of the introduction of the Park Flyer Program we need to make some changes to our Membership we have had to make changes to the current registered Constitution.

The changes are to clause 8.1, 8.5, and 8.10 . Change numbering because of the introduction of the new Park Flyer Member clause. Clause 10 typing error and clause 30.9 Voting rights.

8.1 Add the words “ Registered ” “by the rules of the AWA, MAAA and CASA 101”

(8.1 will now read.) “ All members of AWA shall be Registered Financial Members and be bound by the rules of AWA, MAAA and Casa 101 and shall be open to the following”.

8.5 Delete the words “ outside the metropolitan area in towns where no” “ exists”.

Add the words “ at a distance from the nearest “

(8.5 will now read.) “ Country Affiliate Member” are natural persons interested in the objects of AWA and who reside at a distance from the nearest Aeromodelling Club.”

Add in new clause; 8.8 Park Flyer Member.

8.8 “Park Flyer Member” are natural persons without voting rights and having restricted Insurance cover whose activities are restricted to flying park flyer models within Local Government approved parks within Western Australia.”

Change numbering; due to inclusion of Park Flyer Member Clause.

Change the existing Clause **8.8 to become 8.9** and the existing clause **8.9 to become 8.10**

10. FINANCIAL YEAR “Add the letter F” (Correcting a typing error).

VOTING RIGHTS

30.9 Add the word "financial"

(30.9 now reads) "Voting for an Annual General Meeting or a Special General Meeting is open to all Registered Financial Affiliate Members who are present or by proxy."

Motion for Special Resolution:

" That the AWA accept the word changes to clauses in 8 Membership with the addition of the new Park Flyer Member, the typing error correction in clause 10 Financial Year and the changed wording in clause 30.9 Voting Rights."

Moved : Ross Cant 2nd Dick Morrow Carried Unanimously

Bill Davies to register changes with the Department of Commerce
There being no other business. The Meeting closed at 8.05 pm

Bill Davies AWA Secretary

Peter Brien President



MINUTES AWA General Meeting 12th December 201

Venue Yokine Community Centre McDonald St Yokine

Date 12th December 2011

Meeting started at 8.05 pm with Peter Brien in the chair

Apologies Larry Allen, Kevin Hooper, Graeme Cooke,

Visitors Nil

Attendance. Peter Brien, Bill Davies, Ross Cant, Steve Coram, Richard Morrow, Trevor Letchford, Vince Jubb, Brian Kidd,

Minutes of previous meeting

Accepted Moved Steve Coram 2nd Peter Brien Carried

Business arising from previous meeting Nil

Correspondence In

1. From other than MAAA

- | | | | |
|------|--------------|-------|---|
| 1.1 | Ian Avery | 17/10 | Muswellbrook Flyer2011 |
| 1.2 | Kevin Dodd | 25/10 | 65 th Nationals Program |
| 1.3 | " " | 25/10 | 2011 Special Finance Conference |
| 1.4 | " " | 27/10 | Re Mistake Web Site - Nationals |
| 1.5 | " " | 27/10 | MAAA Special Finance Conference 30 th Oct – Agenda |
| 1.6 | " " | 31/10 | MAAA News Letter – No. 04/2011 |
| 1.7 | " " | 08/11 | Receiver involved in T/Birds MAC incident |
| 1.9 | Bruce Ramsay | 09/11 | Auscan Aviation – Ian White – Early South Aus SAM 1788 Members Passing. |
| 1.10 | Kevin Dodd | 14/11 | MAAA Directory 2011 / 2012 |
| 1.11 | " " | 14/11 | MAAA – MOP Hard Copies. |
| 1.12 | Mike Close | 16/11 | Fw from Peter Brien— Re RadioTech sub committee (to do with Park Flyers) |
| 1.13 | Kevin Dodd | 17/11 | Minutes Special Finance Conference |
| 1.14 | " " | 19/11 | MAAA 2012 Council Conference |
| 1.15 | Bruce Ramsay | 09/11 | Re- Ian White, Early south Aust Sam 1788 (Members Passing) |
| 1.16 | Kevin Dodd | 21/11 | MAAA Executive Minutes |
| 1.17 | " " | 02/12 | Incident Reort followup with RX (T/Birds) |
| 1.18 | " " | 25/11 | Ref 166/11 Incident close out (Regarding Peter Moyle WASP) |
| 1.19 | " " | 05/12 | MAAA News Letter |

2. From Other that MAAA

- | | | | |
|-----|----------------|-------|---|
| 2.1 | Larry Allen | 05/10 | FW Bronze Wings Jack Fenn SWAMS |
| 2.2 | Ric Renton | 07/10 | FW Bronze Wings Mohammed Murad, Justine Finucane, David Quin-Conroy |
| 2.3 | John Pritchard | 18/10 | Approval Height Extension WAMASC (WOW Display) |

2.4	Neil Giggins	25/10	Re HM Permits
2.5	Malc Nicklin	31/10	FW Bronze Wings Steyn Viljoen BSAA
2.6	Greg Nicholls	31/10	PRCHC Bridgetoun Display Permit Application
2.7	Trevor Vinnell	04/11	Incident Report (WASP) (No further action required)
2.8	Steve Coram	06/11	Retraction- CFI Report item in Windsock
2.9	Dave Nolan	08/11	Resignation – Vice President and Public Relations Officer.
2.10	Ross Cant	15/11	Fwd. Neil Giggins FW50 Application.
2.11	Dave Nolan	01/11	Re Bridgetown Display Permit – (PRCHC)
2.12	Ross Cant	01/11	Re Bridgetown Display Permit “
2.13	Larry Allen	01/11	Re Bridgetown Display Permit “
2.14	Dave Nolan	21/11	WAMASC AWA Grant Application
2.15	Larry Allen	21/11	Apologies
2.16	City of Bayswater		Application for 2012 Autumn River Festival
2.17	Peter Brien	21/11	Fw. Deed of Assignment (WAMASC Lease)
2.18	CALM		Lease No. 1522/97 (AWA Lessee) Portion of State Forrest No.65
2.19	Adrian Byrne	20/11	Application for FW50 Giant Model Inspector

HM-GT Permits

Barrie York	FW25/GT	Andrew Natta	Flash Sports Jet
	FW25/GT	Adrian Deeth	Eurofighter
	FW25/GT	Craig Brooks	Ultra Flash,
	FW25		Extra 330L
	FW25/GT	Ian Bain	J10 Fighter (Kingtech 170)
	FW25	Tony Madden	Extra
Nei Giggins	FW25	Rod O’Neil	Hemple KA6 Glider
	FW/GT	Jason Murphy	F22 Raptor
Chris Walker	FW25	Ryan Mullholland	YAK 54
Adrian Byrne	FW25	Peter Radwanski	Extra 260
Dave Plaistowe	FW25	Graeme Mill	YAK 54
Ian Clapp	FW25	Brian Wikins	YAK 55
	FW25	John Knowles	Pilatus Porter
	FW25	Brian Wilkins	Suhkoi
	FW25	Clint Richards	33% Ultimate
Michalel Webb	FW25	Kevin Poland	MX2
Andrew Horn	FW25	Gary Mills	YAK 107
Craig Brooks	FW25/GT	Paul Wimsett	GJC J45 (P100)
	FW25/GT	Mark Barretto	Ultra Flash (P120 SX)
Reno Canalini	FW25	Moatasem Taha	DO 335
	FW25	Steve Cahill	YAK 54 and Edge 540
	FW25	Peter Krawitz	Piper Pawnee
Garry Turna	FW25	Robert Kaiser	Piper Super Cub
	FW25	Rod O’neil	ASW 28
	FW25	Brian Holding	YAK 54
Steve Coram	FW25	Robert Zarebski	YAK 54
	FW25	Les Davidson	Extra 260
Peter Radwanski	FW25	Duane Nicholls	P51 Mustang
	FW25	Paul Russell	Pilot Katana, Goldwing SBACH 342
Ken Greaves	FW25	Peter Snook	YAK 55M
	FW25/GT	Ken Heinz	PST Revision (Kingtech 140F)
	“	“	PST Panther (Kingtech K80E)

Correspondence Out

3. To MAAA

- 3.1 AWA / MAAA S/Committee 20/11 AWA letter to all AWA/MAAA sub committee Members confirmation
- 3.2 Paul Winter 18/11 Report- Park Flyer Council Forum

4. To Other than MAAA

- 4.1 To All Members 24/10 Notice of Special General Meeting
- 4.2 Neil Giggins 31/10 Re Application for FW50 endorsement.
- 4.3 Dave Nolan 09/11 Re Resignation
- 4.4 WAMASC 09/11 Fwd form Peter Brien (Retraction)
- 4.5 Dave Nolan 09/11 Re Resignation (Official Response)
- 4.6 Ross Cant 10/11 Fwd From Peter Brien Pink Gecko Invoice O/D

Correspondence Accepted

Moved: Vince Jubb 2nd Steve Coram **Carried**

MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.
Newsletter
NO. 05/2011

President: Mike Close, PO Box 146, West Pennant Hills NSW 2125
Telephone: 02 9872 6469 Fax: 02 9871 0408
Vice President: Paul Winter 25 Jasmine Drive Mill Park VIC 3082
Telephone: 03 9436 0717
Secretary: Kevin Dodd, 16 Illidge Rd Victoria Point QLD 4165
Telephone: 07 3207 9067 Fax: 07 3207 8175
Treasurer: Brian Dowie, PO Box 5137 Cheltenham East VIC 3192
Comp. Rules Secretary: Ross Cant, PO Box 670 Mount Lawley WA 6929
Telephone 0404 634 366

MAAA Internet: www.maaa.asn.au

Congratulations

In October at the FAI General Conference held in Belgrade, Mike Close was elected as FAI Vice President (Australia).
At the recently held ASAC Annual Board Meeting, Mike Close was also re-elected as ASAC President.

Concessional Membership

From 1 January 2012, a person who has not been an MAAA member the previous membership year is entitled to half MAAA fees. Current MAAA Rules require that any person who was a member in 2010-2011 shall still pay the full fee. Clubs should note that this Concessional Membership is only available to new members and those who have not been affiliated since 1 July 2010.

Outcomes from Reported Incidents

The latest Incident Reports have indicated several different areas where members need to be vigilant.

In the first case, as a modeller was refuelling a grass mower, the spout on the fuel container broke apart, spraying fuel into his face and left eye. Safety eye protection was being worn, however the fuel splashed under the rim of the glasses. The eye was washed immediately and medical attention sought. This incident highlights the benefits of members having some basic knowledge of first aid.

The second case involves a modeller launching an electric powered pusher type aircraft. On launch the propeller lacerated the modeller's hand. Looking at corrective actions, the club suggested that similar designed models should be launched by the wing tip. In closing this incident out, it was noted that the method proposed may be applied to some models but was not appropriate for all pusher style aircraft, but the danger is real and has to be considered.

In the last incident the model was suitably restrained, however while getting to his feet after starting the engine, the modeller stumbled. In doing so he swung his hand out into the spinning propeller.

In closing this incident out, the merits in the actions by the club indicating they will conduct a training course on a safe way for members to become upright after kneeling to start engines was noted. It is also important that everyone is aware of the possible reduced mobility of older members within our clubs and that assistance is offered where needed.

65th MAAA Nationals

Aeromodellers of Western Australia (AWA) will be hosting the 65th Nationals in Perth from 12 -20 April 2012. The central point for the Nationals will be the Whiteman Park Flying Field Complex with a number of other events being run at several other locations to the south and north of Perth.

Event Program and Entry Forms are available from the MAAA website www.maaa.asn.au

Frequently Asked Questions

The Frequently Asked Questions page on the MAAA website www.maaa.asn.au is now broken up into three sections, one for general questions the second relating to questions and answers regarding 2.4GHz equipment and the third dealing with Insurance. The intention of the FAQ page is to provide members and prospective members with easy access to typical, everyday information, which may or may not be contained within the MOPs. It is regularly expanded and updated as we get feedback from members

State Flying Instructor Conference

At the Conference held in October it was agreed that MAAA adopt a universal Instructor's Course for a trial period of 2 years. The structure of the course will be based on the current MAS NSW style with ideas from all states to be considered for incorporation into the final version of the course.

The SFIs were asked to agree as a starting point for all future MAAA Flight Training discussions, the role that it fulfils in the development of flying skills. The following three items were documented, and it was also agreed that the points be inserted in any relevant documents

1. Purpose of MAAA Flight Instruction

To assist in the development of a student's flying skills in a new flight category to the point where they are able to fly a basic model of that type safely by themselves, coupled with the knowledge of the CASA, MAAA and club requirements, and to achieve this result as quickly and safely as is practical; to be followed by assisting in progress to Gold Wings as requested.

2. Role of MAAA Instructors

To have been trained in appropriate techniques for effective flight instruction to support flight instruction at club level and through example and mentoring to

increase the level of competence of others carrying out flight instruction at a club level.

3. **Purpose of the MAAA Wings Scheme**

To establish the MAAA acceptable standard to be competent to fly a basic model aircraft flight category without minimum supervision, and provide an incentive for pilots to develop their basic skills to a higher level before, or whilst, pursuing their individual interests.

2012 F5D Electric World Championships – Romania

QMARA, on behalf of the Electric Subcommittee wish to advise that they intend to conduct an F5D electric pylon racing team selection event for the 2012 World Champs. The date will be 25-26 February 2012 and the venue will be the Dalby Model Aero Club field (Queensland). The selection will be conducted over the 2 days with 9 rounds flown and will be held in conjunction with other racing classes which will be advised. International competitors to this event are also welcome. Standard entry fee \$20.00.

For further information contact Bruce DeChastel at 'Big Bruce Racing Products' bdechastel@bigpond.com

2013 F3B Team Trial

Organiser: Mike O'Reilly

Format: single event team trial, with the scores calculated as per World Cup rankings method.

Location: SSL Park, Nine Mile Road, Milang SA

Dates: March 23-25 2012

\$50 entry fee for all competitors, plus \$50 aspirant fee will be required and held in trust for the selected team.

2013 Free Flight Team Trials

The schedule for multi team trials as shown:

Queensland	State Championships
Dalby	F1c 10 March
Dalby	F1a 21 April
Dalby	F1b 22 April

New South Wales	State Championships
Springhurst	29 Sept-1 Oct F1a, F1b, F1c

Victoria	State Championships
Springhurst	10-12 March F1a, F1b, F1c

Western Australia	State Championships
Meckering	2-4 June F1a, F1b, F1c
Special WA Trial	
Meckering	21-22 April F1a, F1b, F1c

W A 65 th Nationals	12-20 April As programmed
	F1a, F1b, F1c

Southern Cross Cup	Narrandera NSW
	2-3 April as programmed

AFFS Championships	Narrandera NSW
	4-8 April as programmed

2012 F3A Asia Oceanic Continental Championship

The Trial will be run in accordance with the current F3A rules at the Australian Masters, Valley Radio Flyers field Shepparton Victoria on the weekend of 10 -12 of March 2012.

There is no extra entry fee required, only entry to the Masters competition.

Only MAAA members are eligible to represent Australia.

The contest will be run by the Australian Pattern Association contest director Henry Hutchinson.

World / Continental Championships and Trans Tasman Events Calendar

2012	
EVENT	Awarded to
F1D	Serbia – Belgrade Dates: 9 to 14 Aug
F2A, F2B, F2C, F2D	Bulgaria – Primorsko Dates: August/September
F3J	South Africa – Rustenburg Dates: 29 July – 5 August
F4C	Spain – Santa Cilia Airfield Dates: 3 – 12 August
F5B, F5D	Romania – Buzau Dates: 7 – 15 September
Space Models	Slovakia – Liptovsky Mikulas Dates: 31 August 9 September
F3A Asia – Oceanic	Philippines – Bacolod City Dates: 6 – 12 May
F3C Asia – Oceanic	Offers Invited
F1 Trans Tasman	Location TBA Dates: Easter

2013	
EVENT	Awarded to
F1 A,B & C	France – Dates: 3 – 10 August
F3A	South Africa – Dates: 15 – 25 August
F3B	Germany – Dates: 1 – 11 August
F3C/N	Poland – Dates: TBA
F3D	Netherlands – Dates: TBA
F3K	Offers Invited

The MAAA Executive and Council wish all Members a Merry Christmas and Safe New Year.

Safety distances are everyone's responsibility.