

The Free Flighter Journal of the NSWFFS Inc January 2014



Pauline Saliba

Field owner at the Friday Christmas Party

Minutes of General Meeting 15th November 2013

Meeting opened: 7.30pm President Terry Bond in the chair

Present

Roy Summersby, Barry Lee, Tahn Stowe, Gary Pope, Wally Bolliger, Michel Towel, Reg Towel, Phil Warren, Goran Milosavljevic, Jim McCall, Geoff Mee, Brian Rule, John Pennells, Steve Rothwell, Carlo De Filippis, Ed Mahoney

Apologies

Jim Christie

Guests

Ross Waldron representing the Stroke Foundation

Minutes of previous meeting:

Minutes accepted as a true record: moved Wally Bolliger sec Ed Mahoney

Business arising:

Nil

Correspondence In:

MAAA newsletter, VFFS newsletters Oct& Nov, Nationals entry forms & programmes

Correspondence Out:

The Free Flighter November

Treasures Report:

Credit	
Comm Bank int	.06
Registrations	1800.00
St George Power Saver Int	2157.00
Total	\$3957.00
Debit	
Affiliations (MAAA)	823.00
Total	\$823.00
Balance	\$3134.06

General Business:

Item 1. Tahn gave a report on the proposed purchase of land in the West Wyalong area, Moved Roy Summersby sec Wally Bolliger that a proposal be submitted to the MAAA at their November meeting.

Item 2. Moved Roy Summersby sec Tahn Stowe that we donate \$100 to the Stroke Foundation, carried

Guest Speaker:

Ross Waldron gave a very informative talk on Strokes, covering what the causes are, the, systems, the prevention, and cure. The talk lasted forty five minutes and was followed by questions from the floor. The room felt we were all a little wiser for having Ross for the evening.

Meeting closed at 9.30pm with talk and coffee after.

Editorial January 2014

Hi Team, yet another year rolls by. Once upon a time I was only 40, now!!!! Well, quite a lot has happened since the last meeting. We have had the nationals in Victoria with several of our own doing extremely well. Matt Hannaford took scramble with the rest of 'Team Hannaford' winning P30. NSW also managed to take F1C, F1J, F1G and especially open rubber. This augurs very well for the Shaw cup challenge at the Victorian state champs in March 2014. Also at the nationals we managed to have a celebration for Roy Summersby our newest and only F1c world champion. It was held at the Aster hotel/motel in Albury where he was roasted by various members of the modelling fraternity and presented with a team shirt, obtained by Albert Fathers, mounted in a frame manufactured by Adrian Bryant's carpentry firm and transported to the nationals by Andrew Linwood. Andrew is a great friend of Roy's and he was the shaker and mover for this function.

The search for a free flight field for the NWSFFS is still continuing. We have located a patch of dirt in Wyalong which is suitable and the documentary process is underway. The property is about 700 acres and is rectangular in shape. There is a house located on the property in a fairly parlous state but with a bit of restoration could well be an excellent club house or accommodation for travelling free fliers. We shall see, but I have no doubt that the process will continue until we have a state flying field. A briefing will be provided at our next meeting.



This is the majority of the Friday crew. The three ladies in the front of the picture are from left to right Lyn Towell presenting Pauline Saliba with some flowers. On her right is Donna from team Hannaford that did so well at the nationals. The boys looked pretty relaxed aided by some soothing beverages. I am not sure what Linus the dog is doing but certainly not up to any good.

Photo courtesy Goran.

The Friday flier Christmas party was held on 6 Dec and we managed to get Pauline Saliba to come and have a drink and a few nibbles with us. Pauline accepted a floral arrangement and a gift card in appreciation for the use of the field and our special thanks. As usual Charlie was working and could not attend leaving all the fun to Pauline. Lyn Towell catered the event and we all managed to eat to our hearts content and for those who had a plan 'b', lots of champagne and beer. I really cannot thank Pauline and Charlie enough for the use of the field and Lyn for her excellent catering.

Our second party of the year was held on 15 Dec and was accompanied by a scramble and vintage competition. Unfortunately I cannot remember the results of the vintage competition but Peter Scott came first in scramble by a healthy 93 seconds. He was followed by the also rans, Tahn Stowe, Wally Bolliger and Matt Hannaford. Brian Alcock was awarded fifth place for having enough sense to arrive late and avoid the scramble. Brian is now I think 93 years old and our oldest junior.

I delivered our shortest Christmas message and we adjourned to the bbq courtesy Barry Lee. A special thanks to Barry for bringing the barby out and joining us at the barby. Enjoy 2014 and keep maxing out.

Terry Bond

President NWSFFS

Meeting Friday 17th 7.30pm

This meeting will be a magazine night, hundreds of model and aeroplane magazines to browse through and take home what ever takes your fancy, all are free and plenty for everyone.

Last Meeting

We had Ross Waldron giving us a talk on Strokes and how to avoid them. This was very interesting and hopefully we all learned a little from his talk.

Shop Items

We now have in stock a new supply of clear Mylar \$10 roll, also some Texas fuel cut off systems that work very well and easy to fit \$20. We still have one litre of Nitro left \$22.50 and a few litres of castor oil \$10 as well as all the normal goods that we carry. If you need something let me know before the meeting and I can bring it along. Roy 43410072.

Framed Shirt

I was honoured at my celebration dinner held in Albury, to be presented with a framed World Championships Tee Shirt. This was donated to me by the New South Wales Free Flight Society. I am most appreciative of this and can not thank you all enough. Once again I would like to thank all those that arranged this; I do know many people were evolved, thank you all very much.
Roy Summersby.

Did this family enjoy the Nat's? The Blue Shirt Team



5 Blue shirts

Matthew Hannaford

Team Hannaford / Donna Gary, would like to thank all the officials, Timekeepers, old friends and new for their help and advice which made the 67th MAAA Nationals a very memorable time.

Our decision to attend was last minute with a building board full (6) of unfinished P30 models, business and Christmas commitments time was limited. The family all pitched in with preparations Tim (13) was painting Balsaloc onto wings and tails while Josh (15) found covering for the first time with Mylar a challenge. Donna was making motors and I was still setting up the bodies on my jig (more on my P30 jig latter)

We travelled on the 30th Dec with only 1 day to trim a box full of P30's and a F1B model, the scramble model will get finished off in the caravan park the night before the event.

Having a F1B model in my hand for the first day in a long time felt great! An older style model turned a few heads with comments like that's a nice looking model to Vin Morgan asking "and who are you?" Richard even commented "I like you now you have a Wake-field model" I made some very 'beginner' mistakes dropping a round with a badly connected VIT line, and another 2 to just not winding hard enough. But a very successful day for me, with my last flight going out of sight and a vehicle retrieve as we were leaving. With Josh on the bino's Donna timing Tim and Sam on trackers and CB radios it was a Family team effort. All the time I'm saying "it's all about ME today you will get your day tomorrow!"

P30 day.

The kids bounced out of bed and saw the sun rise for the third day in a row and still asked what's that bright light was in the sky? Typical teenagers! Its Donna's and Sam's first Nationals, Josh, Tim and I were here 4 years ago with Tim coming 4th in P30. How are all 5 of us going to fly, time and retrieve?

So out come the 5 blue shirts, Team colours! Don't we look good! A real professional P30 team. That wasn't the plan at all, it was to help see each other from long distance to assist in retrieves with the binos and CB radios.

With 2 stooges and models set-up Donna and Josh drew their model number out of the box and put in 3 good max flights whilst Tim was struggling with winding and a model that needed some trimming time, dropped a round, Disheartened but not over and out we worked together and in some windy conditions he made improvements.

Sam (9) and his first Nationals, was keen to get some air time, after a few bad launches, and as the wind was increasing he did achieve a max. By the end of that day he was able to be self-sufficient and do everything with his model that was needed, at one point I didn't know where he was as he had flown yet another flight and was walking back with it.

Tim beat Sam by only a few seconds.

So with Terry Bond, Vin Morgan, Donna and Josh in the fly off, with Jim Christie yet to put in his last flight I started to put a few winds on a vintage model, Jim dropped the last round which meant one of the blue shirt team was coming home with a prize.

P30 Fly off.

With Terry Bond being a no-show with other commitments. Team Blue is looking better!

The tension mounted as CD Colin announced we can wind before the 10 minute window as we only had 1 winder between 2 models, And suggested he just flip a coin to decide places.....

Donna with immense concentration was winding her model as she had done the night before in the caravan park with added banter and sledging that would make the English cricket team blush. Josh finds holding his tongue to the left helps him wind.

Vin picked some nice air and in a near mass launch all three models climbed away, as they crossed paths several times, I thought this is going to end in tears; Donna threatened Josh with the washing up for a month! Once again all 3 models were in the Bino's but this time Vin's model was on the way down. This is going to be so close. Vin was down in 2min 40sec with the other 2 about 40 feet high. Within a click of a stop watch both models landed, times were announced and Donna had won by a second with 3:09. A very close fly off, a nice display of P30 models and one very happy girl! Josh second place to Vin Morgan.... I don't think Vin will forget us now.

1Hr scramble was next. I have never won a scramble, I didn't have the energy after F1B to do night scramble. Some bench testing of a motor once again the night before in the van park and a new tail mount made, hey I was as ready as I have ever been! Setting up next to Wally with his timer Howard (stumpy) wearing his crash helmet I knew I was in for some fun. No runners were allowed even though I had 3 kids with me, made me quickly realise how fit I was, NOT! Consistent 50 second flights put my model just short of the cars with scale models nearby there was many a cry of "heads!" Tahn's carpet needed dry cleaning after a swim in the dam and I was in with a chance.

Current F1C World Champion Roy was Mentor for a while but I was buggered and put up a screamer 2 min flight a few minutes too early much to his disappointment. A bad tactical error.

I didn't really know until the results were read out with 10 seconds covering 2nd 3rd and 4th place and I wasn't in them, Bloody hell I won! And then I saw the perpetual trophy... Wow! I've never won a trophy before! Particularly one with so much history.

Roy once again helped out Tim with a CLG and we had some fun with that. Thanks Roy for lending the model.

Several ladies out at the field commented on how good the kids were and that made me one very proud dad! That is worth just as much to me as a trophy.

Team Manager

Matt Hannaford



**A few pictures of the
Blue Shirt Team at
the recent Nationals**



A “Junior” at the F/F Nats

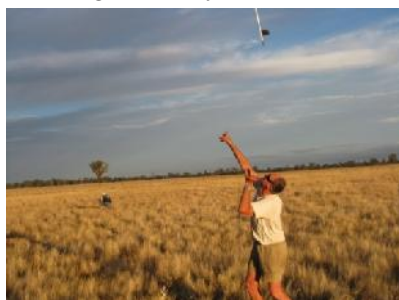
I decided to attend the 2013-4 F/F Nats and rang Keith Murray to see if he wanted to come too. He said he was unable to attend as his legs weren't up to the task. He very generously filled my car full of models and armed me with lots of advice and best wishes.

The drive to Corowa where I was staying took a little over 7 hours and I saw 6 police cars on the way. At the motel, I had the pleasure of staying in the company of Roy and Di Summersby, Terry and Karen Bond, and Gary Pope.



On Saturday, I followed Roy to Fischer's Field at Springhurst where Col Collyer the C/D, acknowledged our presence. The weather was warm with a light breeze and lots of sun. I spent the day trimming and flying my Dixielander. I was thrilled when I achieved a couple of max's and was trying for a third when to my amazement the Dixielander lost height very rapidly and I achieved a flight 15 seconds short of a max. This was my first experience of encountering a downdraft. During the subsequent retrieve, I managed to walk off course and overshot my model by a long way. Having a radio helped Roy and Di to recall me back from my wanderings and put me back on course to where I should have been. Retrieving is thirsty work – I'd consumed 3 litres of water during the day and rehydrated with more liquid in the evening. Sunday morning was an early start and we arrived at the field to find a strong wind blowing and the forecast wasn't very promising. Col made the decision to postpone flying for the day so we all trooped off to Chiltern to a Tea shop that Howard had vouched for. On arrival at Chiltern, we found that Howard had charmed the proprietor of the tea shop and she'd made a fresh batch of scones for us.

Monday saw the ultimate f/f models, F1C, in action. They were marvelous to watch as they rocketed upwards, flapped their wings open, then turned into graceful gliders. I competed in Vintage power with a Stomper powered by a Frog 150. The Frog was very tired and I had some problems starting it.



Tuesday, I competed in Oz Diesel with a Stomper powered by a Webra 1.5. This model had a radical climb that threatened to destroy it – it would turn right, dive towards the ground, then start to climb upwards in a spiral. I sought some advice and was advised to try letting it fly out of my hand, rather than launching the model. This worked brilliantly for the next flight, although I'd again chosen to launch into bad air. My final flight was going to be a good one – I'd watched the streamer on the pole, the temperature gauge and was trying to remember everything I'd been told. The model flew out of my hand, turned right and smashed into the ground – it took a few trips to pick up all the bits. That's f/f!! Roy had an amazing flight with his Playboy. It climbed very well but the engine had an overrun as it continued to burble for several minutes. As the model descended, the engine started to lean out. As the model touched down, there was an interesting takeoff run, followed by a loop before the engine finally quit. There was no damage sustained by the model and all present enjoyed the spectacle.



Meanwhile, Howard had started his Webra powered vintage model and had managed to remove the top ¼" of his thumb and smash up his thumbnail. Karen Bond said "This might hurt a bit", as she poured disinfectant over his wound. Howard flinched but was stoic. I took Howard off to Wangaratta hospital where we waited in the emergency ward for three hours. Howard likes to converse, but I think it helped him to avoid thinking about his throbbing digit. I drove Howard back to Chiltern with a supply of pills from a pharmacy. The Morgan's had driven his car back to the motel for him.

Wednesday was open power day and I used my Dixielander. Alas, I just couldn't get the engine to scream and the engine runs were all short. After I'd put in my rounds, I continued playing with the engine and found that it was overcompressed despite the exhaust being clear. With the comp backed off, it was roaring how it was supposed to. The fuel timer turned out to be modified by a previous owner to give a snap off to prevent burbles. I now know to set this timer for 15 secs rather than 10 secs to account for this. I then did some trimming flights with my Tomboy in preparation for the Night Scramble.



The Night Scramble wasn't looking too good when I arrived at the field – it was raining and a strong wind was blowing. Just before the start of the comp, the wind died away and the rain eased to the odd droplet. Gary Pope was scoring for me and Pete Angleberger was my runner. It was very colourful with all the chemical and led lights illuminating the models. A slight change in the breeze saw models flying over fences and cars. The CD made a change in the flightline position due to a model impacting with a car. I was glad when time was called as my lack of fitness was showing.

Thursday, I relaxed watching the rubber models and gliders compete. In the afternoon, I assisted looking for Leigh Morgan's rubber model that was lost. It appears that the tracker may not have been turned on or the battery had died as Vin couldn't get a squawk from it.



Friday saw me entering my last event for the Nats, the hotly contested Day Scramble. I was using my Ballerina powered by an MP Jet. An hour is a long time to run after a model under hot conditions. I tried to keep my flight times short as the long retrieves under the conditions were tiring me out. I was informed after the event that with the exception of the winner, all the competitors were bunched very closely together.

Another 7 hour drive on the Saturday saw me safely home. My thanks to all who gave their advice and assistance during my time at the Nats. I look forward to improving on my scores and having fun with f/f.

Walter AUS6677



Wally launching his Dixielander

Last Friday 10/1/14

What a magic day, no wind and ten flyers turned up. Flying went on till one o'clock.

All types of models were flown, F1B, F1J, Vintage Rubber, Scale, Sport, & Open Power.

There was also plenty of talking with Jacko back in town after his USA trip. It was Jacko's birthday and he did the right thing providing the cake. Welcome home Jacko.

New Writers

This month we have two new writers in the magazine, thank you very much, it makes my job so much easier not having to invent something.

Roy.

Max Men

Phil, Noels and Roy are off to USA for the Maxmen competitions again this year. We will be joined by three from Qld and one from Vic and one from WA. Should be a lot of fun as it always is. Sadly our president won't be with us this time; he did very well last year. There will be a report in the March newsletter.

Trust you had a lovely Xmas. To all of you Happy New Year.
Hope to see you at the flying field and punching some holes in the sky very soon.

NSWFFS SHOP GOODS

AT THIS TIME WE HAVE THE FOLLOWING

Contact Roy if you need any of these items
and he will bring to the flying field or the meeting.

Esaki light tissue	\$2.00
Polyspan	\$5.00 meter
1/4 " Rubber (Box)	\$44.00
0.002 Carbon fibre	\$26.00
Clear Mylar 10 meters	\$10.00
Aluminised Mylar	\$1.00 meter
5m Telescopic streamer pole	\$30.00
Rubber Lube 100ml	\$4.00
Nitro 1 Litre	\$22.50
Castor Oil 1 Litre	\$10.00

91/2" Peck polymer P30 props	\$6.00
3/64 prop shafts	.65
3/64 Nylon bearings	.65
Teflon washers 1/8 X 0.032" hole	.45
Brass washers 1/8 X 0.050" hole	.45
P30 front end kit	\$7.20
Dyna Grip Contact glue 50ml	\$2.00
F1J Timers, suit most power models	\$75.00
These timers have been checked and modified by Jon Fletcher to eliminate skewing of spring	
Texas fuel cut offs (glo or diesel)	\$20.00
Pilots very lite	\$5.00
Wheels very lite	\$5.00

Contest & Fixture Calendar 2014

Jan 19	Scramble, Scale Rally, HLG/CG	Richmond	7.00am – 1.00pm	Terry Bond
Feb 9	State Champ, P30.+ Comb Vintage	Richmond	7:00am – 1:00pm	Gary Pope
Feb 23	Combined %	Richmond	7.00am --1.00pm	Tahn Stowe
Mar 1-2	Hunter Valley Champs	Muswellbrook		
Mar 8-10	Victorian State Champs	Springhurst		
Mar 16	Combined %	Richmond	7:00am – 1:00pm	Jim Christie
Mar 17-18	MAAA Conference			
Mar 21	General Meeting	Harris Park	7.30pm	



Message from the MAAA President Neil Tank

PRESERVING OUR PRIVILEGE TO FLY

Like full size aviation, aero modelling has undergone continuous and significant change in the short time since Orville and Wilbur Wright first took to the air. These changes have made it easier for the novice to embrace aero modelling and for the experienced to challenge new boundaries. In the beginning, those who had an interest in aeromodelling had to have the basic skills of a carpenter, mechanic and engineer. They then had to teach themselves to fly the model.

Today life is much easier; a vast majority of models on the market take little time and effort to “build” and most fly straight out of the box. Electronic advances such as return to home, GPS navigation and self-correcting features allow many more people to experience the joy of aeromodelling. Advances in radio technology have also developed in leaps and bounds; the introduction of the 2.4 GHz radio being one example.

The only components manufacturers have not been able to factor into the flying of these model aircraft are the human elements of:

- Common sense.
- Safe flying practices.
- Awareness of the surrounding environment.
- Consideration of others.

Pilots of model aircraft should always be very mindful of these four factors when flying, whether at a recognised model aircraft field, a local park, school oval or indoors.

Introduction of new technology also has its downside; we at times forget the lessons learnt in the past. For example with the introduction and ease of 2.4 radios and receivers and the advancement of electric aircraft, many have forgotten correct installations practices. During the 36 MHz era, when mounting radio receivers, we took particular care where they were placed, wrapped them in shock absorbing material and ensured the aerial was placed in a position where it was unlikely to be damaged.

It seems some who install 2.4 radio receivers have dropped their guard and ignore manufacturers’ recommendations. They no longer wrap receivers in vibration absorbing material; instead Velcro or “double sided” adhesive tape and other similar non-shock absorbing mounting material is used. Some have even gone to the extent of securing receivers to the side of the aircraft with cable ties. Little regard is also given to the position of the aerial. These much shorter aerials are placed where they can easily be knocked, bent or shielded. Although the frequencies of the radios have changed, the manufacturing construction of the receivers has not, so why do we treat 2.4 GHz receivers differently to those operating on 36 MHz?

.....All examples could have quite easily caused serious personal injury to some innocent bystander at great expense to the flyer of the model aircraft ...

Message from the MAAA President Neil Tank (continued)

First Person View (FPV) flying is another great advancement for those aeromodellers who want to be challenged and try something different. Again the four human factors of common sense, safe flying practices, awareness of the environment, and consideration of others, have to be exercised by the pilot in command. The following are few examples of what not to do when flying FPV.

Safety 1

Recently an FPV model was flown in the vicinity of the Sydney Harbour Bridge at a low level through the metal framework and over the roadway. The model subsequently collided with the metal framework hit a fence and crashed onto the railway line. The pilot of the model was located and issued with an aviation infringement notice for flying in a restricted area without approval (CASR 101.065) and hazardous operation of a model aircraft (CASR 101.055).

Safety 2

An FPV model was flown over the heads of and within 30 metres of a group of students. The pilot of the model was issued with a 'letter of counselling' for the hazardous operation of a model aircraft (CASR 101.055) and not keeping a model away from people (CASR 101.395).

Safety 3

The pilot of an FPV model flew his model during a bushfire in New South Wales and as a result caused the stoppage of aerial fire-bombing activities. This also was a breach of CASR 101.055 (Hazardous Operation of a Model Aircraft).

Safety 4

An FPV model was detected flying through cloud and above fog over the Sydney suburbs. This activity is not only illegal; it is highly dangerous. The flying of an FPV or any model aircraft in this fashion is a breach of CASR 101.070 (Operation in Controlled Airspace), CASR 101.385 (Visibility for operation of model aircraft) and CASR 101.095 (Weather and day limitations).

Remember when flying a model aircraft it must be kept in sight at all times, this rule also applies to flying FPV aircraft.

Note: When flying FPV, MAAA members are required to have another person present who must maintain continual sight of the model at all times. This person is deemed to be the pilot in command and must not be utilising the FPV or vision enhancing equipment.

All the above instances are examples of the pilots not using common sense, not exercising safe flying practices and not being aware of or discounting the environment around them. All examples could have quite easily caused serious personal injury to some innocent bystander at great expense to the flyer of the model aircraft.

**The MAAA President
Neil Tank
Telephone 0439 517539**

Message from the MAAA President Neil Tank (continued)

Advances in modern technology are good for aeromodelling and provide new challenges and horizons for us all; however we must always be mindful of the fact that flying model aircraft is a privilege and not a right. This privilege can easily be severely restricted or at worst taken away from us. Remember we all fly for fun and enjoyment and should always fly with the objective of **PRESERVING OUR PRIVILEGE TO FLY**. Taking into consideration the four human factors highlighted earlier will go a long way to achieving this.

VISIT TO STATE ASSOCIATIONS

This month both the MAAA Secretary and I attended a meeting, at the request of MAAQ, to listen to and provide answers and feedback to questions and concerns Queensland club members had. The meeting commenced with a presentation by the MAAQ Registrar of the MAAA online membership system followed by myself with an overview of the MAAA Strategic Plan, which generated numerous questions, covering all the areas of concern for those in attendance.

MAAA ONLINE MEMBERSHIP SYSTEM

It is also a pleasure to announce that the MAAA online membership system is running successfully. The system was rolled out for trial by State Registrars and clubs in September and went fully active on 11 November. Like all new programs, there were a few glitches to sort out which became apparent once full use of the system commenced. The introduction of the new system began several years ago starting with requests to States and Clubs for input into the structure of an online system. Following this, a scoping document was produced, and eventually a Request to Tender was issued and the contract to produce the system placed. During this period there were also changes in State Registrars and additional local requirements were developed within some States. These new requirements along with any other additions are being addressed and will be in place and operating before the end of the current membership period.

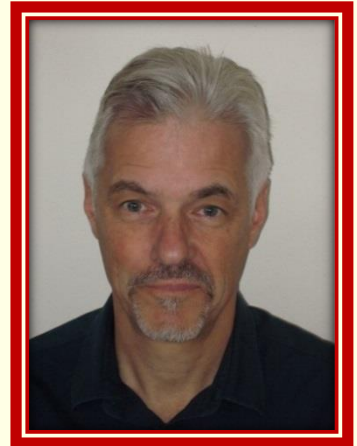
Apart from the requested requirements, additions to the system will be made allowing event organisers to check on entrants details. This will then move to the next step of providing access to individual members, allowing them to amend their own personal details.

All clubs are urged to make use of the system. Access is available through your State Body and Registrar.

67th NATIONALS

The 67th Nationals hosted by VMAA will be held at Albury from the 28 December 2013 to the 5 January 2014. All MAAA members are invited to attend either as participants or spectators. Most of the MAAA Executive will also be attending and look forward to meeting members and friends during the period.

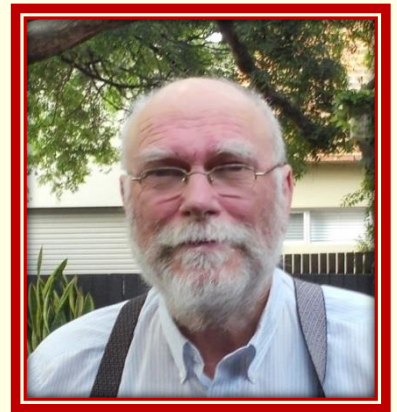
Executive Members



Tahn Stowe – MAAA Vice President



Brian Dowie – MAAA Treasurer
P O Box 88 Endeavour Hills
VIC 3802
Telephone 03 9555 9445



Ross Cant Comp. Rules Secretary
PO Box 670 Mount Lawley
WA 6929
Telephone 0404 634 366

from the MAAA Secretary Kevin Dodd ...

Items from the MAAA 2013 Midyear Board Meeting

The Midyear Board Meeting of the State Association Presidents was held on Saturday 30 November at Melbourne Airport.

- At this meeting it was agreed to implement a Club Development Assistance Scheme. Full details and the criteria for applications will be made available as a MOP document in the new year.
- NSWFFS were given the approval to commence negotiations for the best possible price on a suitable block of land at West Wyalong, NSW.

A review of MOP058 2.4GHz Equipment was recently carried out by the MAAA Executive and the Technical Radio Subcommittee. The results of the review were considered by the MAAA Board and a decision was made that MAAA will cease any further testing of 2.4Ghz equipment. 2.4Ghz equipment used by MAAA members must conform to the requirements of the Australian Communication and Media Authority (ACMA) www.acma.gov.au/Industry. MOP058 will be reissued reflecting these changes.



Kevin Dodd – MAAA Secretary
16 Illidge Road Victoria Point
QLD 4165
Telephone 07 3207 9067

2016 F2 Control Line World Championships

Perth will be host to the 2016 World Control line Championships being run by AWA. This event will attract many nations for the competition and experience of visiting Australia.

The venue, Whiteman Park, is currently undergoing large transformations as it is readied for the event. Six control line circles will be available at the completion of construction to cater for all F2 disciplines and will be a legacy for all modellers after the event.

At the MAAA Midyear Board Meeting it was agreed that \$50,000 would be provided towards the quoted cost of the project and AWA would be provided with a loan of \$64,000 over a ten year period for the balance.

SAFETY MESSAGE

– Notice to ‘All High Flyers’

There have been several recently reported occurrences of model aircraft, or unauthorised FPVs, coming into close contact with full size manned aircraft.

THIS IS DANGEROUS AND ILLEGAL

Civil Aviation Safety Regulations 1998 (CASR) 101.055 specifically forbids the operation of *‘an unmanned aircraft in a way that creates a hazard to another aircraft, another person, or property’*. It is an offence of strict liability to do so. (For definition of **strict liability** see section 6.1 of the Criminal Code)

We in Australia are in a privileged position in that we face far fewer rules and restrictions than are applied in many other nations. One accident involving a full sized aircraft could change that in the stroke of a pen.

PLEASE MAKE A POINT OF ENSURING THAT YOUR RECREATIONAL USE OF MODEL AIRCRAFT DOES NOT ENDANGER FULL SIZE MANNED AIRCRAFT.

67th MAAA NATIONALS PROGRAM OF EVENTS

DATE	C/I/L GRASS FIELD 0830- 1800 Hrs	C/LINE HARD SURFACE FIELD 0700- 1800 Hrs	SPRINGHURST FREE FLIGHT FIELD	RADIO TWIN CITIES CLUB	STADIUM WANGARATTA INDOOR	Wangaratta	Glider Field	SOCIAL EVENTS	DATE
Sat 28	REGISTRATION	REGISTRATION	REGISTRATION and % OPEN	REGISTRATION, PYLON SETUP, PYLON PRACTICE,	NO EVENTS	REGISTRATION	REGISTRATION		Sat 28
Sun 29	CLASSIC STUNT CLASSIC B T/R, BENDIX	F2C TEAM RACE F2F TEAM RACE	F1C OPEN RUBBER	FA1, Q500, F400	NO EVENTS	1/2A TEXACO, STANDARD DURATION	F3B GLIDER		Sun 29
Mon 30	F2B AEROBATICS ADV & EXP, VINTAGE A T/R	F2C TEAM RACE, CLASS 2 T/RACE,	F1A, VINTAGE POWER	FA1, Q500, F400	F1D, F1L, PEANUT SCALE,	DURATION 38 ANTIQUE	F3B GLIDER	Social Dinner (TBA)	Mon 30
Tue 31	F2B AEROBATICS ADV & EXP, JNR COMBAT, F2D COMBAT	COMBINED & JET SPEED	F1H F1G OZ Diesel	F4C SCALE, Flying Only, Large scale Flying Only	HLG / CLG HANGER RAT HANGER RAT SCRAMBLE	TEXACO 2cc	F3K R/C HLG, OPEN THERMAL		Tue 31
Wed 1	Vintage Stunt Static Judging	OPEN RAT RACE, SNR 2.5cc R/RACE Classic FAI T/R	F1B OPEN POWER	F4C SCALE, Flying Only, Large scale Flying Only		GORDON BURFORD, NOSTALGIA	F3K R/C HLG, OPEN THERMAL	NITE SCRAMBLE at Springhurst	Wed 1
Thur 2	F2B AEROBATICS ADV & EXP, 1/2A COMBAT, JNR 2.5CC R/R	F2A SPEED	P30 F1J VINTAGE RUBBER & GLIDER	F3A PATTERN, EXPERT, ADVANCED, SPORTSMAN			FSJ Electric Glider, L.E.G ELEC GLIDER		Thur 2
Fri 3	F2B AEROBATICS, ADV & EXP, OPEN COMBAT	GOODYEAR, MINI GOODYEAR,	SCALE HLG/CLG SCRAMBLE	F3A PATTERN, EXPERT, ADVANCED, SPORTSMAN			F5B ELECTRIC GLIDER, L.E.G ELEC GLIDER		Fri 3
Sat 4	Vintage Combat VINTAGE STUNT	F4B SCALE,		HELICOPTER F3C Advanced NOVICE			F5B ELECTRIC GLIDER		Sat 4
Sun 5				HELICOPTER F3C Advanced NOVICE					Sun 5

The MAAA Board of Directors and Executive wish all our members and friends

HAPPY CHRISTMAS

and safe New Year



Special greetings go to our many new members. We sincerely trust your time with us has been rewarding and fun and that you have been able to take advantage of all the MAAA offers its members.



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Fast Races with Electric Power

Electric Pylon Racing is a discipline involving some of the highest speeds in aeromodelling. These days, times of around 10 seconds for ten circuits around a triangular course of 400 m, corresponding to speeds of 300 km/h and more, are not unusual.



Back to Basics

Pylon Racing models in the early days of electric flying were built in a similar style as models with combustion engines. They were large heavy lumps weighing 2 kg and more and powered with nickel cadmium batteries (with voltages of up to 45 V). Current rules make for much smaller and lighter models which is an advantage, not only for transport, but also for take-off and landing as these models, unlike corresponding ones with combustion engines, don't use wheels to take off from a runway but are launched by hand. This makes racing events independent of paved airfields.

Official FAI World Championships since 1994

The first World Championships for electric Pylon Racing models were held in 1994 in Australia. At the time, it wasn't so easy to convince aeromodellers that, in addition to the classic Pylon Racing categories, there should be a separate racing category for electric models. For many years, standards were set by competitors from Germany and the USA – not least due to the technical headstart of some manufacturers of electric motors. This has changed in recent years and the situation is more

balanced, as the market now offers a wide range of high-performance motors.



The geared motor – the centrepiece of the racing model with folding propeller (as models land on the fuselage) – which makes the models very quiet, the speed controller and the data logger for measuring energy consumption.

High Energy Efficiency

The remarkable thing about this racing category is the fact that it's not about brute force but about lightweight design and energy efficiency. These days, F5D Pylon Racing models, as they are officially called in the FAI rules, weigh only little over one kilogram and a data logger restricts energy consumption to 1,000 Watt*min. Once the energy is used up, the motor stops. This means that prudent use of the available energy is paramount.



A relaxed outfit, tough competition and good comradeship

Pylon Racing with Electric Motors is Increasingly Quiet

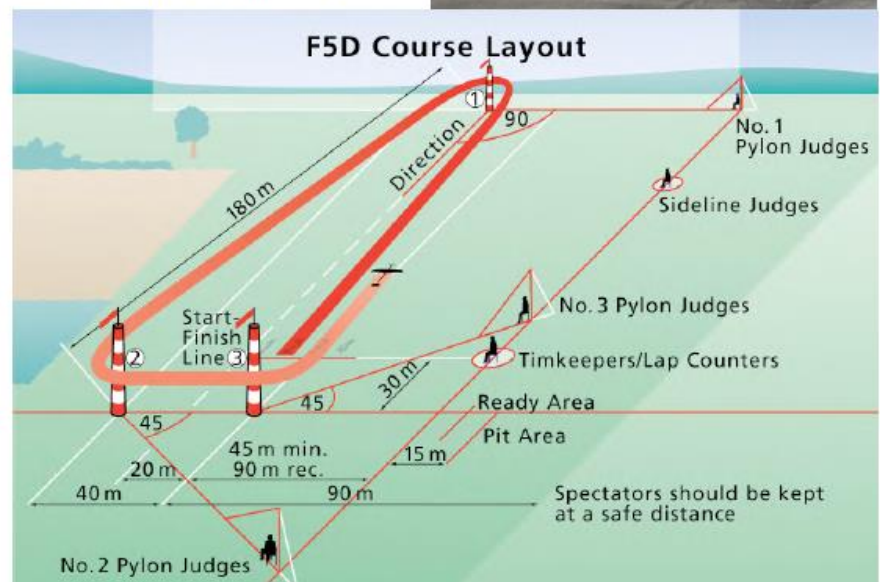
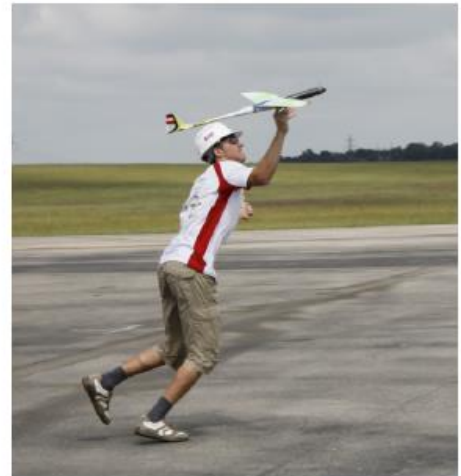
When it comes to optimising propulsion systems, improving the propellers plays a vital role. Larger diameter propellers are more efficient but their use is almost impossible without reduction gearing. Larger but more slowly rotating propellers are not only quieter but are also less susceptible to damage as they fold back when the model lands.

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Editor: Emil Ch. Giezendanner

FAI Electric Pylon Racing Rules see <http://www.fai.org/aeromodelling>

→ **Smaller and lighter F5D model airplanes are launched by hand.**



Pylon Racing requires lots of space

