

The Free Flighter

Journal of the NSWFFS Inc

July 2010



Trans Tasman F4A Trophy
Australia Wins

Photo by Glen Crouch

Minutes of General Meeting

21st May 2010

Meeting opened: 7.47 with Roy Summersby presiding as Terry Bond was Attending the MAAA conference

Present

R Summersby, B Lee, W East, W Bolliger, Reg and Lyn Towel, Geoff Potter
Jim Mc Fall

Apologies

Jim Christie, Garry Pope, Terry Bond, Allan Harvey, I Stowe

Guests

Lyn Towel

Minutes of previous meeting:

Minutes accepted as a true record: B Lee / W Bolliger

Business Arising:

Field is still to be slashed

Scale Rally/Trans Tasman will be run 3-4 July Tahn is organising

Correspondence In:

Flypaper April issue, MAAA correspondence MOP 20/10, Tele Con Feb 2010

Agenda for MAAA conference

Correspondence Out:

The Free Flighter,

Treasurer's Report:

None available as Treasure was absent. Filed a few days later.

March-April 2010 Summary

Credits

Registrations \$675

SCC Entries \$835

Rubber Sale \$85

Total \$1595

Tahn Stowe Hon Treasurer

Debits

Affiliations \$ 210

Gas Bottle (B.L.) \$ 57

Stamps (R.S.) \$ 110

FAI Fuel (Kellets) \$ 65

SCC Prizes (T,S) \$820.36

Term Deposit \$5000

Total \$6262.36

New Business:

Nil

Meeting closed 8.20pm

Roy Summersby Sec

Editorial July 2010

The Trans Tasman Scale weekend was an over whelming success. That means we won, not by much but it is always good to have a win. A special thanks goes to Tahn Stowe for his effort in organising the show. He communicated with the New Zealanders, with the Australian flyers, managed catering, presentations and dinner, and coordinated everything so it would come together on the day. The real winner on the day was probably the NSWFFS to have Tahn on the committee. Tahn turned 58 on Sunday 4 July. Happy Birthday Tahn!!!!

I attended the Annual MAAA conference in May this year and I will brief members at the next meeting in detail about matters pertaining to the NSWFFS. However one particular item which was put before the conference was a request to assist in the funding of overseas visitors to help Australian flyers improve their performance in F1B and F1C. This motion was carried and \$2500 was allocated from MAAA funds. A selection board will be convened to decide who will be invited to Australia.

Our Annual General meeting will be held this year on 17 Sep 2010. The usual will occur, nominations for committee positions will be required. More information will be available in the next newsletter.

I spoke with Charlie Saliba recently about the slashing of the field adjacent to where we fly. We had previously allocated \$300 to hire his slasher again but there has been another development. This field has been leased to a farmer and he will be erecting a fence around the field. I am uncertain at this time what the field will be used for but more than likely horses. When I get the opportunity I will contact the lease holder and negotiate.

Secretary's Bits

If you have email address please let Barry Lee know, this makes Barry's as well as my job much easier.

Other Clubs

Do you have a newsletter? If the answer is yes then why don't we exchange, more information we have the better the newsletter.

Gossip that didn't fit on another page.

A special mention for Pope Gary Pius the 1st who massed out at the Victorian State Champs, the NSWFFS State Champs and will most likely earn a place on the F1B team for the world championships in Argentina 2011. He offered his benediction to the assembled worshipping crowd. It was a great day on the balcony of St Gary's Basilica where he stood and looked down upon his followers. The assembled people held their heads in shame as they looked upon the chosen one with reverence and admiration at his miracles and deeds. All hail Pope Pius Gary the 1st. Lord hear our prayer. Amen (Hope you make the team Gary)

THIS MEETING is on Friday 16th July. Roy will bring his collection of Australian engines for us to ponder over. If you have some engines that you would like to show us please do, the more the better the night will be.

Contest Report 20/6/10

Vintage Power, Vintage Glider, Combined mini Vintage

What a day, Richmond was at its very best, just a light misty fog till 8.00am, we filled this time in preparing, having a cup of coffee, and a chat. All systems go after coffee, power models were punching holes in the sky while rubber models worked there way up to join them. Conditions were so good a 100 meter walk was a long retrieve. The rules only require three flights for vintage but on a day like this the flyers wanted more flying. After discussion with all those there it was decided to fly five flights and take your best three. From memory no one left the field till noon we all just kept on flying. Often there were three models in the sky at a time. Everyone was a winner on this day so we decided that we wouldn't hold a fly off, but for the record the top scorers were the three below with full scores, of 540 sec for three flights. A really top day flying.

Gary Pope 1941 Kerswap, using a Burford Rep Elfin 1.8

John Corby 1953 Pinohio (rubber)

Roy Summersby 1940 Playboy Sr with a McCoy 49

Friday Report 25/6/10

Another magic day at Richmond. Windless, with just light cloud cover.

Nine flyers/pensioners turn up to fly all sorts of models, in fact the only two models the same were open rubber models. There was Peter (Wacko Jacko) flying his SE5 on early morning missions. Gary with his vintage model determined to make it go better (can he do that), Jim still trying to trim his coupe and open rubber models (he will have them trimmed one day), John practicing with his Dixi (he intends to win on the George Fuller weekend), Terry flying his wakes a saying under his breath (why did I miss that max at the NSW state champs its perfect now), Roy having his first flights with a new open power model (heard to say, get them at the Nat's with this), Les flying what will be a very potent open rubber model, Ian with some electric models just having a ball and Brian Alcock with his large balsa biplane complete with a new on board glow starter (just to save carrying a battery around). To cap this off we were entertained with an F111 doing some touch and goes on the RAAF base (glad he kept out of our way).

Gossip - News - & or who's doing what

In the shop we have Asaki tissue, good colours \$1 per sheet. Also we now have the Dynagrip contact & trim adhesive which was available at Super Cheap (not there now)

It is the glue that Paul Lagan put us onto for gluing Icarex; Roy has found this to be the best so far. It comes in 50 ml tubes at \$2.50

Terry's fixed his F1C which he broke at the AFFS champs and it is going better than ever.

Liz & Tahn are now East Ender's as they have moved to Coogee.

Roy has built a new open power model using all old bits with the exception of the boom and pylon. It has an OS25 VF ducted fan motor in the front.

On the power seen, Gary Pope has made the jump and has been flying an F1C at Richmond, (look out Roy Gary's coming to get you).

John Corby's Dixielander is looking very impressive, with great climbs and glides.

Roy tells us he has started on a new vintage model, we don't know why as he has enough of them already.

VFFS are proposing to run aF1D Team Trials next May or June. This would be for the world champs in Serbia or Rumania after May 10th 2012. If you are interested in this, contact Darien Cassidy (V.P V.F.F.S.)

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Contest Report – NSW State Champs – 30 May 2010

Despite overnight rain in Sydney, a useful rollup of entrants took to the air in breezy late Autumn weather. Initially temperatures were quite cool, but not too cold. The drift was clearly from the north to the south, but was not too strong. The early-arrivers established the flight line just inside the field very near to Cornwallis Road.

P30 – part one

Terry Bond and Roy Summersby got things going with Terry scoring a max while Roy scored 98 seconds. Matt Hannaford arrived with his sons Josh & Sam. On their first flights Matt scored 78 seconds whilst Josh got a max. Tahn & Liz Stowe arrived. Tahn got underway with an 87 second flight. I should point out that in the early morning maxes were difficult but achievable. A max flight with a DT at 120 seconds or longer saw ones model down to the ground at the southern border of our field. Longer flights resulted in some models going into the next field to our south. I believe at the end of one of the longer flights one P30 almost landed in the dam in the next field.

Jim Christie elected to fly Vintage Rubber first & left his P30 in the box till later. This turned out to be a strategic

Roy, Tahn & Josh maxed their second flights. Terry tried hard but was let down by the air, his model coming down in 84 seconds. Matt had a tough second flight & scored 53. Jim kept his 'cue in the rack'. Everyone struggled with their third flights – Terry scored 116, Roy scored 96, Matt scored 68, Josh scored a very unfortunate and undeserved 28. Than did not put in a third flight. The rankings and scores after 3 flights but with Jim Christie left to fly was ;

Terry Bond	320
Roy Summersby	314
Josh Hannaford	268
Tahn Stowe	207
Matt Hannaford	199

Vintage rubber

Whilst this was going on Jim Christie and Gary Pope contested vintage rubber. Jim began with his usually brilliant little Gollywock. With a useful numbers of turns on the rubber motor the Gollywock blasted away displaying its very energetic power climb. In the cruise climb phase the Gollywock displayed it's gentler yet still aggressive pattern. After a neat transition to its glide it appeared headed for an inevitable max. However, it developed a small stall which progressively got worse and worse with each subsequent stall till became quite violent. The model came down rapidly and hit the ground hard enough to sustain a bit of damage.

Jim switched to his more recent 1955 Bilgri Wakefield model. This is a fine model and on this day lived up to its pedigree and delivered two maxes straight out of the box. The +3 min

flights meant longer retrieves for Jim with some flight getting close to the dam in the next paddock.

Gary's optimism with his apparently nicely trimmed 1941 Korda Stickler (formerly of the Jim Christie stable of fine vintage rubber models) received a jolt on the first flight when a stall developed. What appeared to be a certain max was reduced to a flight of 128 seconds. With the benefit of bonus vintage points this gave a total of 158 which was short by 22 seconds. The model did not appear to be damaged, so with some trim changes (more left rudder for a tighter turn to damp out the stall) and some 850 turns it was let loose again. Unfortunately the result was almost the same i.e. a big stall and a sub max flight of 138 seconds. This time the model hit some hard packed earth and was damaged to the point where there was no more flying for the Stickler - it had two busted longerons. Thus Jim's two max's with the Bilgri Wakefield prevailed in Vintage Rubber..

P30 – part two

By this time a few things had become clear. Firstly the weather had improved significantly. It was now warm enough for us to shed our outer clothing. Secondly, the drift had eased a bit and had occasionally shifted to the north and then to the east. Thirdly, Jim was ready to fly P30 ! All Jim needed was 321 seconds to win P30. So what did he do? Jim Promptly reeled of 3 maxes in short order to claim the title of NSW P30 Champion for 2010.

General

A pleasant day was had by all. Only small damage was done. Some keen contest flying took place & some interesting trimming took place. Thanks too all for being such good sports and such good company.



Terry, Roy & Gary
playing with their F1C's one Friday at Richmond

Report on NSW State Champs 12th&13th June

After testing Lake George in November 2009 we decided to chance our luck and have the 2010 state champs for F1A, B, C, on the lake in Jun. Lake George has been almost dry for the last fifteen years. Before the Federal Highway was upgraded the waves from the lake used to lap the shore and there was enough water in it for sailing and water ski clubs to enjoy

As one can imagine it doesn't take much water for a lake bed to become very muddy. There had been 10mm of rain in the area a month prior to us going there but four weeks of sunshine had been good enough to dry it out. Our man down on the spot, Dave Bailey, made an inspection and reported all was good. The lake bed was driveable with a normal car. On the Wednesday night before our competition the section of the lake where we can fly received 32 mms of rain. It was too late to change the venue as flyers had left from WA and Qld. We were in semi panic mode on Friday until we worked out that we could at the worst, ferry out the gear in Matt Hannaford's Hilux 4WD drive. As it turned out it was possible to drive out to the proposed flight line with a two wheel drive car if you were careful.

We were all booked in at the Lake George Hotel/Motel but after getting some bad reports about the accommodation from those that had arrived early, this was cancelled. Some of us moved into the Quakers retreat resort, which also has the lease on the section of the lake where we fly. The accommodation might not be 5 stars; you had to make your own bed, but it was very friendly and very close to the field. The only down side with this venue is that it is a dry resort (no grog)...

It was planned to fly four rounds on the Saturday and three on Sunday, but by agreement and if conditions were good we would press on. Saturday turned out to be great flying weather and all seven rounds were flown. Staggered rounds were in place to enable those who wished to fly two classes. A few tried flying both A and B but soon dropped one event to focus on their favourite class which in all cases was F1B. In hindsight it would have been better two of used the two days with A and C one day, B on the other.

F1B was certainly the premier event with eleven starters, 3 Qld's, 4 Vic's, and 1 WA, and 3 NSW.

These eleven flyers all flew the seven rounds and finished with an average of 1183 seconds. This, in it's self must be some sort of a record. Special mention must go to Matt Hannaford, flying in his first F1B competition came 5th with a score of 1193 sec. A magnificent effort for a newcomer. It was Gary Pope fresh from his win in the Victorian State Champs who finished with a perfect score beat the rest of the field. Round six was the killer round and brought down some of the big name flyers including our own Terry Bond. Some strange atmospheric conditions came through, causing models to do some crazy manoeuvres.

F1A saw five starters but only two flew the seven rounds. Phil made the seven maxes for a well deserved win ahead of Tahn with 1160sec.

F1C was very poorly represented with only Roy flying. There are a lot of F1C models out there and maybe on a separate day with F1A we would certainly have seen some interesting flying.

The NSWFFS will make a donation to the Quakers from the entry monies taken over the weekend.

F1A									Total
1	Phil Mitchell	180	180	180	180	180	180	180	1260
2	Tahn Stowe	180	180	145	115	180	180	180	1160
3	Vin Morgan	178							178
4	Ted Burfein	176							176
5	Albert Fathers	56	40						96

F1B

1	Gary Pope	180	180	180	180	180	180	1260
2	William Jones	160	180	168	180	180	180	1228
3	Ted Burfein	165	180	180	180	144	180	1209
4	Leigh Morgan	180	180	180	115	180	180	1195
5	Matt Hannaford	180	130	180	163	180	180	1193
6	Terry Bond	180	180	180	180	93	180	1173
7	Paul Rossiter	180	180	180	180	90	180	1170
8	Albert Fathers	180	145	180	180	119	180	1164
9	Richard Blackam	180	180	180	180	130	130	1160
10	Brian Oliver	152	180	180	129	157	180	1158
11	Vin Morgan	179	132	180	153	180	99	1103

F1C

1	Roy Summersby	180	180	180	180	129	180	1209
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Next George Fuller Weekend—3, 4 October 2010, Springhurst



After all the good feed back from last year's Dixielander weekend it will be on again. October 3rd & 4th. NSWFFS will hold at Springhurst, what will be called a **George Fuller Weekend**. It will be along the same lines as last year's very successful Dixielander weekend except Georges two other models will be allowed along with the Dixielander these are the Stomper and the Zoot Suit. We are not sure about the rules; maybe we will have some, maybe not. What we are sure of is a great weekend, plenty of prizes in fact everyone will get something good to take home. Last year 19 Dixies made it to the field, we should be able to beat this with the addition of the Stomper and the Zoot Suit models

If you haven't already one of these models hanging on the wall.....

Start Building Now!

64th Nationals

29th December 2010 - 7th January 2011

Free Flight Programme

Wednesday	29 Dec 10	Registration	Tuesday	4 Jan 11	Flyoffs
Thursday	30 Dec 10	F1C			Day Scramble
		P30			F1J
Friday	31 Dec 10	Flyoffs	Wednesday	5 Jan 11	Flyoffs
		F1A			Open Rubber
					Open Power
Saturday	1 Jan 11	Flyoffs			Scale
		F1G			
		Oz Diesel	Thursday	6 Jan 11	Flyoffs
					Vin Power
Sunday	2 Jan 11	Flyoffs			Vin Rubber
		F1B			Vin Glider
Monday	3 Jan 11	Flyoffs	Friday	7 Jan 11	Reserve Day
		F1H			
		HLG & CLG			
		Scale static judging			

www.maaq.org or www.maaa.asn.au for info

Scale Rally and Trans Tasman Challenge 2010.

July 2010 arrived and so did the New Zealand F4A Squadron, consisting of Stan Mauger, Paul Evans, Ricky Bould and George Fay, ready to fight for the David Hope Cross Trophy. The Australian Free Flight scale devotees, Stan Hinds, Peter Jackson, Terry Bond and Robert Crane, were equally determined to put up some credible opposition. The weather forecast looked good and with wind anticipated to increase as the day went on, flying was the first priority.

The NSWFFS Richmond site had seen temperatures well below freezing in the preceding few days, and although a little warmer on Saturday, many of the diminutive diesel engines proved difficult to start.

Andrew Heath and David Pagano had their hands full as flight judges, with a frenetic pace of multiple attempts, the odd crash and in between some superb flying. With a possible 130 points on offer for a perfect take-off, many tried but only a couple managed the feat.

Stan Mauger's nicely turned out, yellow and black, Piper Tri Pacer was not able to manage an ROG and this hampered an otherwise good performance by a fine example of the marque. Stan Hinds could not get either the FW Stosser or the Gloucester Gladiator to ROG however both flew well from a hand launch and scored well in static. Ricky Bould had to rely on his back up black, CO2 powered Piper Cub to ROG and make the mandatory 30 seconds minimum flight after his usually trusty Auster side slipped in on climb-out and sustained heavy damage. Robert Crane managed to get his Avro Baby to remain airborne despite a contra piston and comp screw that worked in tandem to reduce power after launch. The reduced RPM and subsequent slow flying speed looked and sounded very realistic, earning him the Peoples Choice award.

All the while Paul Evans was battling to get the beautifully finished DH Humming Bird to perform, George Fay was straffing the crowd with his Hellcat and Peter Jackson's SE 5 was circling away to great height overhead. Terry Bond managed an ROG with his refurbished English Electric Wren and after some initial incidence problems put in some long and stable flights.

With the wind speed increasing, Static judging commenced and hot soup was well received by all. David Pagano and Andrew Heath were joined by long time FF Scale aficionado Lloyd Willis to crunch the numbers and rank the models as per the FAI rules.

The end result was a very close contest with Australia amassing an aggregate total of 4661.5 to New Zealand's total of 4653.5 to record an historic first win by a very slender 8 points.

The Rubber category came down to a three way contest with Roy Summersby's resplendent FW 152 H prevailing over Phil Warrens Clipped Wing Cub and George Fay's Kawasaki "Tony".

A dinner was held on the Saturday evening, with 18 people in attendance, where prizes of aircraft profiles, books and certificates were presented. The David Hope Cross Trophy was also handed over and will reside in Australia until the next TT Challenge.

The New Zealanders have vowed to be back next year and will host the event in NZ in 2012.

So if you missed out this year you should plan now to be at Richmond on the first Saturday in July 2011 . Come and join the select few who practice one of the most demanding and yet most rewarding classes within the aeromodeling world .

Results F4A 2010

	Prototype	Static	Flight	Total	
1 st Stan Hinds	FW Stosser	801.0	433.0	1234	
2 nd Peter Jackson	SE5	769.5	452.5	1222	
3 rd Stan Mauger	Piper Tri Pacer	808.5	382.5	1191	
4 th Ricky Bould	Piper Cub	749.0	434.0	1183	
5 th Paul Evans	DH Humming Bird	766.0	411.5	1177.5	
6 th Terry Bond	English Electric Wren		661.0	468.0	1129
7 th George Fay	Grumman Hellcat	685.0	417.0	1102	
8 th Robert Crane	Avro Baby	721.5	355.0	1076.5	

Rubber Scale (The Reg Jude Trophy)

1 st Roy Summersby	FW 152H	762.5	400.0	1162.5	
2 nd Phil Warren	Clipped wing Cub	644.0	513.5	1157.5	
3 rd George Fay	Kawasaki Tony	746.5	347.5	1094.0	

TRANS TASMAN CHALLENGE (David Hope-Cross Trophy)

Australia	4661.5
New Zealand	4653.5

Special Awards

“Peoples Choice”	Robert Crane Avro Baby
“Next Time”	Paul Evans Humming Bird
“Best Prang”	Ricky Bould Auster

See all the photos on our web site or on Glenn Crouch’s site at
www.flickr.com/photos/crouchy69

NSWFFS 2010 Contest & Fixture Calendar

Date	Event	Venue	C/D
July 11	Fun Fly, Mentor Day, Control Line, BBQ Lunch	Richmond	Barry Lee
July 16	General Meeting	Harris Park	
July 25	Combined%, Combined Vintage	Richmond	Roy Summersby
August 8	Precision, Gotch, No Doc Scale	Richmond	Chris Dudley
August 22	OZ Diesel & Diesel Duration%, Combined Vintage	Richmond	Peter Braid
September 12	½ Hour Campbell Scramble, Combined%	Richmond	Jim Christie
September 17	Annual General Meeting	Harris Park	
September 19	1 Hour Scramble, P30, Vintage Power BBQ Lunch, Control Line Scale (not comp)	Richmond	Terry Bond
October 3	P30, Combined Open, HLG/CG	Richmond	John Corby
October 17	Open Power, Open Rubber, Mini Rubber	Richmond	Jim Christie
October 31	Combined FAI A, B, C, G, H & J	Richmond	Roy Summersby

MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.

Newsletter

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MAAA Life Membership

Congratulation to Joe McGuffin, MAS NSW, and Garth Wilmot, TMAA, who were elected as MAAA Life Members at the 2010 MAAA Council Conference for 'services to aeromodelling'.

MAAA Hall of Fame

At the 2010 Conference held in Adelaide at the end of May, Des Slattery was inducted into the MAAA Hall of Fame for 'long term contribution to free flight and MAAA competitions'. Congratulations Des.

Manual of Procedures

The Manual of Procedures is a "live" document and is continually being updated. Please check the MAAA web site from time to time to ensure that you are aware of the latest editions of the documents. The MAAA has recently released the following amended documents in the Manual of Procedures:

MOP032 Certification of Plans and Drawings – MOP032 was introduced to ensure that those MAAA members or non members nominated by the MAAA Scale Subcommittee for the purpose of certifying plans and drawings are appointed, reappointed, registered and deregistered in a standard and traceable process.

MOP030 Gas Turbine Rules - Section (e) was amended to include the requirement of additional information to allow the MAAA Executive to make informed decisions in regard to issuing Fire Ban Waivers. To assist Event Organisers to provide this information, a new MAAA Form 025 has been introduced.

MOP058 2.4GHz Equipment - Amendments to MOP058 - Added to Appendix A: Frsky V8 ACCST 2.4 GHz and the Fly-Dream V3 2.4 GHz radios.

2010 - 2011 MAAA Membership Fees

As has been the practice in the past, every three years MAAA tests the insurance market and invites quotes from other brokers. Of the two received for the 2010/11 period, the current broker, Willis Australia, provided the most favourable insurance quote with a small decrease in premium. Albeit with some increases in budgeted spending, the MAAA fees for the coming year remain the same. MAAA fees are as follows: Seniors - \$60.00, Pensioners - \$60.00 and Juniors - \$30.00. State Association and Club fees are in addition to the MAAA fee. Half year fees will apply after 1 January 2011 for new members.

Sticking Membership Cards

Members have brought the problem of membership cards sticking closed to the attention of the MAAA Registrar. This has become especially prevalent with the current card. Investigations have shown that the laminate on the inside of the card has started to break down over the two years since being produced, mainly due to heat. The problem is more pronounced with cards carried in wallets rather than in handbags. To solve the problem I do not suggest you all go out and buy a handbag!! As the current stock of cards has just about been depleted, new cards were ordered for the renewal period 2010/11 which have no laminate on the inside so the problem should be eliminated.

Outcomes from Reported Incidents

Over the last twelve months there has been a sharp increase in insurance pay outs for the repair of vehicles damaged by model aircraft or stones. In several of these cases, the uncontrolled flight path of the model due to structural failure caused damage to cars that were acceptably parked. In other cases, damage could probably have been avoided with some extra thought when parking. It is difficult to advise members on the best position to park cars at model fields or to give an indication of what is a safe distance to be when mowing is taking place. As stated in the incident reports, in the case of stones being thrown by mowers, these distances can be large. However, members are asked to consider the safety of all vehicles when parking at the field to avoid the cost and inconvenience of having repairs carried out.

In one incident which resulted in damage to a vehicle, an electric model was fitted with a 'toggle' switch to turn it on and off. Whilst the exact reason for the model being uncontrolled from the point of launch was not able to be determined due to the destruction of the model on impact with the vehicle, investigations established a strong link to the on/off switch being accidentally moved at the time of launching. If 'toggle' switches are being used, then members are requested to ensure that these switches are well protected from external unwanted activation.

In another incident, a model was launched from a part of the field which then resulted in it being flown over an out-of-bounds area containing parked vehicles. Subsequently, in manoeuvring for landing, the pilot lost control of the model and it collided with a one of the parked vehicles. Fortunately, in this case the damage was minimal.

As a result of this incident and as part of the 'close out', the MAAA recommends that all clubs should have a map of their field on their club notice board for members' and visitors' information, and it should include details of the out-of-bounds flying areas.

2010 Free Flight Trans Tasman Competition

Congratulations to the Australian and New Zealand Free Flight teams who competed for the 'Rose Bowl' in Omarama, New Zealand in April. Reports indicate that all three classes had to be flown on the same day, Friday 16th, because the preceding day, which was to have been for F1A, was extremely windy. The results are quite outstanding as Omarama is always a tricky site even when it is calm. However, it was noted that the NZ Team put in their best ever performance – it was just that the Australian team did better. Two thirds of them maxed out, including all three Wakefield flyers, which meant finding space on the flight home for the Bowl.

Wings and Forms

A couple of issues of the MAAA Newsletter ago, it was explained that irrespective of which State Association you are a member of, the insurance enjoyed by all MAAA members is the same value. Similarly, this also applies to 'Wings'. Whatever type of wings is issued, it is issued by an MAAA Instructor and Gold or Bronze Wings issued through one Association apply throughout Australia.

Following a successful flight test for 'Wings' the application form needs to be lodged with the member's **State Association Secretary** for processing. The flight test depicted on the forms only changes if endorsed by the Flight Training Subcommittee, the MAAA Executive and the MAAA Council, and then for good reasons such as safety. From time to time however, it is necessary to amend the form for other reasons, such as adding a line for an email address or clarifying a word. While the latest form should be used, common sense should also apply when processing 'Wings' applications.

2011 F1A, B & C World Championship Team Trials

Multiple Team Trials for this event to be hosted by Argentina in early 2011 are programmed as follows:

Proposed Events Program

Western Australia State Championships

F1B	24 th Jul 2010	Meckering
F1C	25 th Jul 2010	Meckering

International Events

All these events are to be F1A, F1B and F1C classes open to all flyers, sanctioned by CIAM and published on the CIAM website, flown to FAI rules and conducted within the selection period.

F3D (Pylon) 2011 World Championship Team Trials

The 2011 F3D Pylon World Championships are being run in Australia from the 12 to 14 August. AMPRA will be hosting the following multi team trials for the 2011 F3D Pylon event. Any one of the following State Champs:

Victorian State Champs, Hamilton	16 - 17 October 2010
Queensland State Champs, Bundaberg	21 - 22 August 2010
NSW State Champs, Pitt Town	7 - 8 August 2010
64 th Nationals Queensland	29 Dec.2010 to 7 Jan 2011

In addition to the competitors, the Organising Committee for the 2011 F3D World Championships would like to hear from as many members or interested people who wish to be part of this event in the capacity of a helper. A World class event such as this requires an enormous amount of outside assistance so if you are able to help please contact the Secretary of the 2011 F3D Organising Committee at secretary@F3DWC2011.com

F3K (Hand Launch Glider) 2011 World Championship Team Trial

This is a new event on the World Championship calendar, to be held in Sweden from the 4 to 10 July 2011.

Proposed Team Trial

Contest Event - Australian F3K Hand Launch Glider Championship 2010
Diggers Rest Victoria, Davis Road (Melways 351 F1)
Saturday 27th & Sunday 28th November 2010

Contest Organisers : Brett Anthony 0412 518 554 brett@f3k.com.au
Theo Arvanitakis 0414 626 464 theo@rcga.org.au
Contest Director - Gerry Carter

World / Continental Championships and Trans Tasman Events Calendar

2010	
EVENT	Awarded to
F2A, F2B, F2C, F2D	Hungary Dates: 23 July – 1 August
F3J	France Dates: 28 July - 8 August
F4C	Poland - Czestochowa Dates: 30 July – 8 August
F5B, F5D	USA - Muncie Dates: 20 – 25 August
Space Models	Serbia - Irig Dates: 21 – 28 August
F3A Asia-Oceanic	Philippines Dates: 19th - 25th September, Bacolod-City
F3C Asia-Oceanic	Tung-shih (Chinese Taipei) 17-23 Oct
2011	
EVENT	Awarded to
F1 A,B & C	Argentina- Late April early May (dates to be confirmed)
F3A	USA – Late July early August (dates to be confirmed)
F3B	China
F3C	Italy Dates: 18 – 28 August
F3D	Australia Dates: 12-14 August
F3K	Sweden Dates: 4-10 July

COWRA MAC OILY HAND DIESEL DAY 2010

AUGUST 28TH & 29TH

OK so it's coming up to OIL HAND at Cowra again. Here's what you need to know.

Registration fee for all flyers \$20, includes grab bag and morning and afternoon tea.

Theme model for the event is R/C Diesel.

What have you got? There must be some PAWs and Irvines as well as a few Asian conversions in some hangars somewhere. If you don't have a built model then an ARF is an easy option.

As usual anything F/F goes and C/L is diesel and un-muffled glo only.

Saturday night is Indoor Flying at Cowra High School Hall.

Indoor rubber, RTP, and hand launch glider only. No electric R/C,

Programme for the Weekend

 Friday 27th - flying from 11am to 5pm for early arrivals.

No lunch available today but the kettle will be on.

7.30 pm cuppa and 'shoot-the-bull' at Ian's place - 41 Evans St

 Sat 28th - flying from 7am at the field till 4.30pm

Free flight in the morning from early then R/C and C/L activities

Breakfast at the field from 7:30am to 8:30ish

Lunch 12:00 noon to 1:00pm

7:15pm to 9:45pm indoor and RTP at Cowra High School Hall on Dowell St.

 Sunday 29th - flying from sparrer's fart till home time.

Breakfast at field 7:30am to 8:30ish

Lunch 12:00 noon to 1:00pm.

WHERE WILL WE STAY YOU SAY?

Cowra has motels and alternate accommodation see www.cowratourism.com.au, Cowra Van Park, ph6340 2110 (bh), with rental cabins and camping in town and Cowra Holiday Park, ph63422666, out the Sydney Road.

Recommended - Dowell Court serviced Apartments - great accommodation for families or a group of mates. On the field end of town and over the road from the indoor venue. Ring Cowra Visitors Centre on 63422333.

Canowindra has the Riverview Motel, ph63441633, and a Caravan Park, ph 63441850, which is handy for those who want to camp.

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Sorry, no camping on the field at property owner's request.