

# The Free Flighter

## Journal of the NSWFFS Inc

### July 2013



Jim Christie

Best CD we have had at a  
State Champs for a long time

## Editorial July 2013

Hi Team, not so much to say this time. I, like a few others have been very busy either getting ready for the world champs or working on models for the scale rally at Richmond 6/7 Jul. I must say that I enjoyed my two days at Richmond looking and flying scale models. I also enjoyed the company of other modellers with the usual have a chat.

A special thanks to Tahn who continued his enthusiastic management to complete the Nationals competitions and conduct the 6/7 Jul 2013 scale rally with the Trans Tasman scale competitions as well.

Our team for the world champs will depart shortly for France so the Friday flyers might be a bit depleted but it will give some the chance to trim models other than the F1 range.

Not a lot to say this editorial except good luck to those on the world champs team. Remember free flighters keep it up longer.

Terry Bond  
President NSWFFS

### NSWFFS State Championships – F1A, B, and C, held 8 -10 Jun 2013. Narrandera

For most of the flyers this was supposed to be a test before the world champs with some actual competition flying similar to what would occur at a world championship event. The team manager, Albert Fathers had driven from Queensland with Malcolm Campbell and Graham Maynard hoping we would get good weather for the practice.

Unfortunately the weather gods did not cooperate and the paddock was too wet for practice on the Thursday and Friday was too windy. Saturday sounded really good. Friday night was devoted to a team meeting then team bonding with copious amounts of red lubrication and serious joke telling.

Jim Christie was our CD and he started the Saturday with a flourish. F1B was flown day one with some flyers using the contest as a practice flying session to get models trimmed as opposed to contest flying. However we still managed a decent contest with the following results.

1 <sup>st</sup>	Leigh Morgan	1269	2 <sup>nd</sup>	Albert Fathers	1230
3 <sup>rd</sup>	Percy Wright	1228	4 <sup>th</sup>	Graham Maynard	1036
5 <sup>th</sup>	Terry Bond	just another also ran.			

A similar bonding session took place on Saturday night in preparation for F1A and C the next day. Five flyers took to the field for F1A and results were variable but two of our team maxed out and continued to two fly offs. The day was nothing short of sensational and weather very conducive to easy towing and plenty of thermals. The fly off was a sensational affair with Phil Mitchell managing to overcome Vin Morgan by a mere 37 seconds. Results as follows;

1 <sup>st</sup>	Phil Mitchell	1260 + 300 + 393
2 <sup>nd</sup>	Vin Morgan	1260 + 300 + 356
3 <sup>rd</sup>	Malcolm Campbell	1198
4 <sup>th</sup>	Tahn Stowe	1182
5 <sup>th</sup>	Albert Fathers	an also ran.

F1C was a competition between Roy Summersby and Terry Bond. Terry Bond managed to pick the most miserable piece of down air of the whole day to drop a round while Roy maxed out. Gary Pope practiced most of the day and damaged a couple of models and decided not to fly in the competition. Results were;

1 <sup>st</sup>	Roy Summersby	1260	2 <sup>nd</sup>	Terry Bond	1212
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Sunday night was pretty much devoted to packing for the return trips to Queensland, Sydney and Melbourne respectively. We managed to Get Jim Christie out for dinner on Sunday as a thank you for his superb control as CD.

The contest pretty much told all world champs team members how much more preparation was required before the real competition and how much more flying was required before our arrival in France. Good luck to those attending and hope the good luck fairy smiles upon us.

A special thanks again to Jim Christie for his efforts on the week as CD.

## Minutes of General Meeting - 24 Mar 2013

Meeting opened 7.30pm chaired by President; Attendance; Barry Lee, Carlo de Filipis, Wally Bolliger, Neville Fraser, Phil Warren, Jim Christie, Tahn Stowe, Gary Pope, Geoff Mee, Michael Towell, Geoff Potter, Terry Bond.

Apologies: Roy Summersby.

Minutes of previous meeting. Accepted, moved Bolliger, seconded Christie. No business arising.

Correspondence In: Fly Paper April and May editions, CIAM Flyer No 1 2013, Qld Airflow Magazine, email John Haren re indoor facility Menai, Agenda and supplementary papers for the MAAA conference 17/18 May 2013. All correspondence was circulated.

Correspondence Out: Email reply to John Haren, , Free Flighter, emails from Tahn Stowe to various; in the search for a flying field.

### Treasurers Report March – April 2013.

<u>Credits</u>		<u>Debits</u>	
Comm Bank Int.	.06	Affiliations	90.00
66 <sup>th</sup> Nats Postponed Fees	25.00	Stationery	73.48
SCC Entries	895.00	Strategic Planning Expenses	89.00
Registrations	405.00	AFFS Expenditure offsets	126.62
St George deposit Int	6.55	Fire extinguisher SCC	150.00
		Overseas Visitor Subsidy	4000.00
<u>Total</u>	1332.61	Overseas visitor accom	1355.00
		Overseas visitor accom	460.00
		Overseas visitor seminar	85.00
		Overseas visitor transport	100.00
		AFFS reimbursement (toilets)	633.38
		<u>Total</u>	7162.48

The Treasurers report was accepted with explanations of the outgoings for the O/S visitors. Moved Christie seconded Bolliger.

### General Business.

Item 1: The MAAA council conference was discussed at length. Tahn Stowe was congratulated on his successful bid to become vice president of the MAAA executive over three other contenders. A special thanks to Geoff Mee for his ground work at the strategic meeting last Feb to support Tahn, and his appointment to both the education and rocketry sub committees.

Item 2: Next Nationals hosted by VMAA over Christmas 2013 – 2014 at in Albury, Wodonga area. FF most likely at Springhurst.

Item 3: Nationals 2015 to be held in Queensland 9-19 Apr. Offer made by Tingalpa Club supported eventually by the MAAQ

Item 4: Next MAAA conference to be held by ANT in Darwin 17-18 May 2014

Item 5: Fees. The NSWFFS Fee structure will remain the same as 2013. \$90 for seniors, juniors free.

Item 6: The 2016 control line World Champs will be held in Perth in May Jun 2016. Free flight members have been asked to assist as timers and judges.

Item 7: At the MAAA council conference it was advised that MAS secretary, Tim Nolan has a number of magazines and books in storage at Parramatta. The NSWFFS has offered to help in the distribution of these items to local Air League associations, schools etc.

Item 8: Michael Towell moved that the meeting support our NSWFFS WC overseas team members to France to the value of \$500 each. Seconded Warren Carried.

Item 9: Tahn Stowe outlined the current state of play in a search of a model field for the NSWFFS and his recent approach to the farmers committees of NSW.

Item 10: Michael Towell was asked to contact the RC and associated scale associations to attend the NSW scale rally on 6-7 Jul 2013.

Item 11: The registrar was asked to ensure that membership cards would be available for WC team members prior to travel overseas and to provide the insurance details available from the MAAA.

Item 12: Gary Pope thanked the members of the committee who attended the MAAA conference and commended the work done to progress the aims of the NSWFFS.

Item 13: Thanks to Neville Fraser for bringing his rocket gliders for view and description.

Meeting closed 8.30pm

### **Scale Weekend Richmond 6/7 July**

As seen by Roy.

What a great weekend, yes Saturday blew and there was little flying taking place. The good side of this was plenty of talking around the soup bowl. Our judges, Jim Christie and Geoffrey Potter spent the morning casting their skilled eye across every ones masterpiece. Meanwhile our flying judges Peter Scott and Wally Bollinger had an easy day; this was to change on Sunday.

The dinner, Saturday night, was once again well attended with around thirty sitting down to an excellent buffet.

Sunday dawned and what a day, Richmond at its very best. The Nat's Scramble was under way with CD Gary Pope keeping a close watch on the nine starters. One of the best scrambles we have had, in a long time.

Time for the scale flying, Reg Towel filled in for Peter Scott who had other commitments on the day. Reg and Wally were kept busy everyone wanting to fly it seemed like a case of look at me look at me. Models just kept flying and flying till the fuel ran out the rubber broke or in my case the battery ran down, what a day. It must have been the best Free Flight scale flying day Australia has ever had.

Many thanks to all those who helped and made this scale weekend a great success.

PS. Gary Odgers from Victoria was heard grumbling at the end, (bugger now there's more model subjects on my have to build list)



## Report on the Victorian State Scale Championships by Vin Morgan

The Scale Victorian State championships competition was held at the Westcoast Soarers Leopold field on Sunday June 30. Fred Roberts organized the day. Four competitors turned up with ten models. The models were of a high standard. Judges Peter Greenhill and Vin Morgan pondered for some time over the criteria: general, fidelity, colour, detail, workmanship and flight.

The day was fine and reasonably calm early, however, as predicted, the wind rapidly became stronger. The best flights were naturally made early and recalcitrant motors led to late flights in a bit too much wind for scale models. The best flight was Mike Hardy's Blackburn Monoplane (do monoplanes fly better??). Gary Sunderland's DH4 looked good with lots of detail but the flight, which started well, ended in a tight right turn and a lot of damage on impact. His Avro - Duigan made a long if slightly stally flight in the wind which ended in the lake at the far end of the field. The wind blew it across to the other side where it was recovered undamaged. Gary said it was in better shape than after a normal landing which usually knocks the U/C back. Unfortunately the model spent quite a lot of time in the lake so it missed static judging.

Gary Odger's Glostershire Gannet received a good static score but its flight was not so good and ended with minor damage. Mike Hardy played safe and didn't fly the Avro Avis.

Fred Roberts Avro 504 flies well. Its flight score elevated it to 3<sup>rd</sup> place.

It was a nice day. We should do it again.

Results and some of the good pictures taken by Westcoast Soarers member John Hill (thanks John) are attached.

Vin







BE2c



Blackburn 1



Gary Odgers  
With part of  
His collection



Mike Hardy







## Contest & Fixture Calendar 2013

Date	Event	Venue	Time	Contest Director
July 19	General Meeting	Harris Park		
July 21	Combined %	Richmond	7:00am – 1:00pm	Jim Christie
Aug 11	Combined %, Multiple Entries.		7.00am- 1.00pm	Terry Bond
Aug 25	½ Hour Scramble + Tomboy Mass Launch. Mentor C/L. Fuller Day  Stomper, Zoot Suit & Dixielander	Richmond	7:00am – 1:00pm	Tahn Stowe
Aug 31 – Sept 1	Cowra Oily Hand Diesel Days	Cowra		Andy Lockett
Sep 8	Scale Rally, P30, Vintage Rubber	Richmond	7:00am – 1:00pm	Chris Dudley
Sep 20	Annual General Meeting	Harris Park	7:30 pm	

## ***Richmond Scale Rally 2013.***

A week out “Willy Weather” predicted that Saturday July 6th would be fine, sunny and have a wind speed of about 2-3 metres per second. With Stan Mauger, Ricky Bould and Don Spray from New Zealand, Fred and Lillian Roberts and Gary Odgers from Victoria, Stan and Barbara Hinds from Canberra, Robert Craine and Rosemary from Lake Macquarie plus all the local contestants present the first part of the forecast was correct however the wind speed was much stronger.

Hot soup and bread rolls prepared by Di Hannah and Roy Summersby helped to warm the winter chill and the static judges were glad of the poly-tarp behind their chairs that formed a makeshift wind break.

Many chose not to fly, the exception being Stan Hinds, who gave flight judges Peter Scott and Walter Bolliger something to do whilst static judges Jim Christie and Geoff Potter scrutinized the models and documentation protected from the icy breeze.

By mutual agreement, and a promised “perfect day” forecast, the scale flying was left to Sunday, although this didn’t stop Gary Odgers from flying his Madcap and Black Magic models. The sumptuous dinner at the Hawkesbury Race Club Motel was attended by almost 30, with guests of honour Pauline and Charlie Saliba. As owners of the turf farm on which we fly, the NSWFFS is appreciative of their continuing generosity and as a token of this, President Terry Bond presented Pauline with a large bouquet of flowers.



Sunday morning dawned cold and clear with a slight northerly breeze and the day’s events kicked off with the postponed 66th Nats one hour Power Scramble. This was well attended with nine flyers including eventual winner Phil Mitchell, taking time out from practicing (F1A) for the World Free Flight Champs in France. Also taking time out from practice for (F1C) at the same Champs was CD Gary Pope, who had the participants perform the traditional “Le Mans” start and made sure all watches were stopped at the one hour mark.

There were of course the usual “shoulda, woulda, coulda” stories and included Aaron Booth with a broken wing, Matt Hannaford with broken bearers and Tahn Stowe with a broken fin mount. ( See results for full scores).

Once all this spectacle was over, scale aviation was on display with many fine flights in the near dead calm over the lush green turf. Various members of Peter Jackson's squadron were seen at great height whilst simultaneously Roy's FE8 (electric) was performing 30 metre (dead straight) take off runs and slow stable flight.

After a couple of failed attempts eventual F4A winner Stan Mauger (NZ) persuaded his delightful Auster C4 (Antarctic) to ROG thus giving him a commanding margin over the others. While all this was taking place Robert Craine managed to send his Chrislea Super Ace due North and lodge in the top of a tall tree on the bank of the Hawkesbury River, earning him the "Spectacular Arrival" Award.



Tahn Stowe's Hawker Hurricane proved problematic during taxiing trials and failed to qualify even after a hefty hand launch. Not so Gary Odgers's Sopwith Dove which flew most realistically and apart from no ROG scored highly with day 2 flight judges Reg Towel and Walter Bolliger.

Similarly Fred Roberts had his Avro 504K flying well, as did Ricky Bould with his venerable Auster AOP 9 and newcomer to Richmond, Don Spray with his Heinkel He 46.

Meanwhile all over the field all manner of models were being flown including Andy Luckett of Oily Hand Day fame flying a Cox 049 powered fully aerobatic profile Saber CL model, Phil Mitchell with an electronic LDA bunt F1A glider, Peter Norrie with his OD high thrust line profile sport model, and John Goodwin (accompanying photographs) with a "Flying Washboard".

The Reg Jude memorial Rubber Scale trophy was finally wrested from Phil Warren (flying a newly completed Westland Wendover) by Roy Summersby's FW 152H, followed closely by Fred Roberts with his diminutive DH Moth Minor.

Nats medals, certificates and books (donated by Peter Jackson and Tahn Stowe) were presented to the winners. (Nats medals and goodie bags not presented will follow by snail mail)

NSWFFS registrar and life member Barry Lee had brought out the BBQ and a hearty lunch was topped off with Lamingtons supplied by Lynn Towel and fruitcake supplied by Noelene Mitchell.



Visitors over the 2 days included Dave Simons , Max Alexander, Steven Murray, Kevin Davis, Lloyd Willis, Andrew Diduszko and Robert and Michael Cranfield amongst many more.

If you missed it you should be kicking yourself as it was described by some, as a “magical” weekend.” Still, there is always next year, so put it in your I phone, I pad, android whatsits-name but make sure you plan to be in Richmond first weekend in July 5-6th 2014

All photos supplied by John Goodwin





# RICHMOND SCALE RALLY 2013

## 66TH NATS F4A

1ST	STAN MAUGER	AUSTER C4 ANTARCTIC	1475.5
2ND	GARY ODGERS	SOPWITH DOVE	1350.5
3RD	FRED ROBERTS	AVRO 504K	1281
4TH	STAN HINDS	AUSTER AOP IV	1274.2
5TH	ROY SUMMERSBY	BRANDENBURG 29	1171.5
6TH	RICKY BOULD	AUSTER AOP 9	1151.5
7TH	DON SPRAY	HEINKEL HE 46	1115

DNQ	TAHN STOWE	HAWKER HURRICANE
	BOB CRAINE	CHRISLEA SUPER ACE

## REG JUDE MEMORIAL RUBBER TROPHY

1ST	ROY SUMMERSBY	FW 152H	1150.5
2ND	FRED ROBERTS	DH94 MOTH MINOR	1137
3RD	PHIL WARREN	WESTLAND P12 WENDOVER	1100.2



Stan Mauger's Winning Auster C4 Antarctic

Photo : John Goodwin

PEOPLE'S CHOICE

ROY SUMMERSBY'S FE8

SPECTACULAR ARRIVAL

BOB CRAINE'S CHRISLEA SUPER ACE

NEXT TIME

DON SRAY'S HEINKEL HE 46

SPECIAL THANKS TO OUR JUDGES :

JIM CHRISTIE GEOFF POTTER REG TOWELL WALTER BOLLIGER PETER SCOTT





Gary Odgers going home after a magical day.

## 66TH NATIONALS SCRAMBLE 2013

PHIL MITCHELL	2581
TAHN STOWE	2482
GRAHAM BURGESS	2371
RAY WOODS	2279
WALTER BOLLIGER	1770
GARY ODGERS	1684
MATHEW HANNAFORD	1148
BOB CRAINE	500
AARON BOOTH	436







### ***Message from the MAAA President Neil Tank***

#### **MAAA LEGAL RESPONSIBILITIES - CASA DEED OF AGREEMENT**

The MAAA is appointed by the Civil Aviation Safety Authority (CASA) as the only Recreational Aviation Administrative Organisation (RAAO) for model aviation in Australia.

In accordance with this appointment, the MAAA must fulfill a number of legal responsibilities as part of a Deed of Agreement. The new Deed for the 2013/2014 year is about to be signed by the Executive.

#### **An authority for self-administration**

Being an RAAO provides the MAAA with an authority for self-administration. In short this means that a number of legislative duties and responsibilities assigned to CASA have been delegated to the MAAA.

Examples members would be familiar with are: heavy model inspections; the ability to approve public displays at MAAA affiliated fields; to set and monitor safety standards; to investigate model aircraft incidents; to implement corrective action and to participate in night flying – to name a few.

#### **What are the requirements for an Organisation to be appointed?**

- To be appointed as an RAAO the organisation must satisfy the following requirements: Have in place an appropriate organisational form, a sound management structure and an appropriate governance framework;
- Have ready call on a sufficient number of operationally and technically competent persons, with clearly articulated responsibilities and lines of accountability; and
- Maintain an appropriate suite of operational and technical materials, covering in sufficient scope and depth, all pertinent (i.e. safety related) aspects of the aviation activities in which the organisation's members engage.

In other words, the RAAO is expected to utilise the people, processes and structures to set and administer specified safety standards.

#### **Safety is the priority**

RAAOs are required to demonstrate a level of conduct which provides CASA with confidence that safety is the priority of the organisation.

The RAAO must demonstrate that it actively supports the concept of *“protecting the privilege to fly, rather than the right to fly”*.

#### **How is the appointment of an RAAO administered?**

The appointment as an RAAO is administered through a Deed of Agreement between CASA and the RAAO, in this case the MAAA. Other organisations such as Hang Gliding and Parachuting have separate deeds.

***... if flying under the auspices of the MAAA, then all individuals doing so must be members.***

## ***Message from the MAAA President Neil Tank (continued)***

### **Who is covered by the Deed of Agreement?**

All members of the Organisation are covered and bound by the conditions stipulated in the RAAO appointment and Deed of Agreement. This includes the MAAA, all Ordinary Members (State Associations) and Affiliate Members and Clubs.

### **What compliance conditions are attached to the Deed of Agreement?**

The MAAA must oversee members' activities and assure CASA these activities are being conducted safely.

The MAAA must:

- seek to ensure that all members and member clubs of the Association operate their model aircraft in accordance with the applicable Civil Aviation Regulations, the MAAA Manual of Procedures and directives of the MAAA;
- monitor the operational standards and procedures of member clubs and rectify any deficiencies detected to ensure compliance with the MAAA Manual of Procedures and other applicable MAAA directives;
- on behalf of the Authority, investigate alleged breaches of the Civil Aviation Regulations and Civil Aviation Safety Regulation 101: Subparts A, B, C and G by operators of model aircraft;
- examine the results of incident and accident investigations to ensure that standards have been complied with; and
- provide quarterly statistical reporting in relation to the numbers of MAAA members, accidents and incidents.

As an RAAO, the MAAA must ensure all members comply with its rules.

### **How does the MAAA comply with its legal requirements?**

The MAAA must assure CASA that they are providing appropriate oversight of their sport aviation activities and appropriately managing risks. CASA satisfies itself that this is in fact happening by conducting yearly audits.

### **Primary responsibility for its members**

As an RAAO, the MAAA accepts primary responsibility for ensuring individual members of the RAAO act in accordance with their obligations. The responsibility for dealing with negligent, errant or refractory individuals remains with the MAAA.

Where persistent, repeated or blatant breaches of CASA's standards occur CASA can escalate disciplinary matters and prosecute these as breaches of the Civil Aviation Act.

### **What does CASA Expect?**

CASA expects all appointed RAAOs to have in place good Corporate Governance practices.

The three main components of Corporate Governance are:

- Compliance – how the organisation effectively achieves its statutory and regulatory responsibilities
- Assurance – providing confidence that things are happening the way they should and
- Risk management

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

## ***Message from the MAAA President Neil Tank (continued)***

**The MAAA's practices and procedures satisfy all of the requirements for good Corporate Governance.**

### **What does this mean to members?**

In short it allows the MAAA, State Association and Clubs to administer their own affairs, to be in charge of their own destiny.

If not covered by the RAAO appointment and Deed of Agreement, all action in respect to approvals for particular functions, investigation of incidents and breaches of the Civil Aviation Act would be conducted by CASA and a fee would be charged; under the Deed, the RAAO is delegated the responsibility for doing this.

If your club wants to run a public display at your Club field, then the MAAA/State Association can approve the appropriate permits; no charge is levied on the Club.

If breaches of the CASA regulations occur, CASA allows the RAAO to conduct its own investigation and take corrective action without the necessity of entering into the legal process.

### **What responsibilities do State Associations, Clubs and Affiliate Members have?**

State Associations, Clubs and Affiliate Members of the MAAA, as part of the corporate structure, also have a responsibility to ensure all terms and conditions of the Deed of Agreement are complied with.

### **How does the MAAA ensure compliance?**

The MAAA ensures compliance through a number of ways:

- by the maintenance of MOPs;
- the investigations of all reported incidents involving model aircraft; and
- the oversight and approval of corrective action.

### **How does the State Association, Club and Affiliate member ensure compliance?**

On receipt of the MAAA membership card, all members undertake to comply with all MAAA MOPs.

This is a condition of membership.

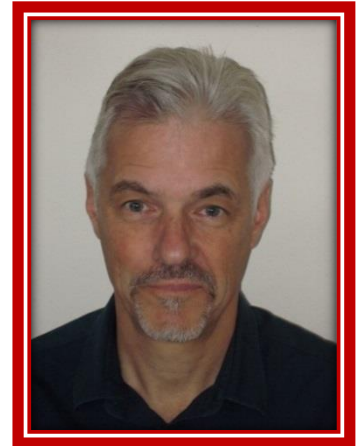
### **What effect does this have on Club Membership?**

To be able to satisfy the conditions of appointment as an RAAO and the conditions of the Deed of Agreement, the MAAA must satisfy CASA it can exercise control over its membership.

The MAAA can only exercise this influence over model aircraft enthusiasts who have full membership of the organisation. Non-members cannot be compelled to comply.

***If flying under the auspices of the MAAA then all individuals doing so must be members.***

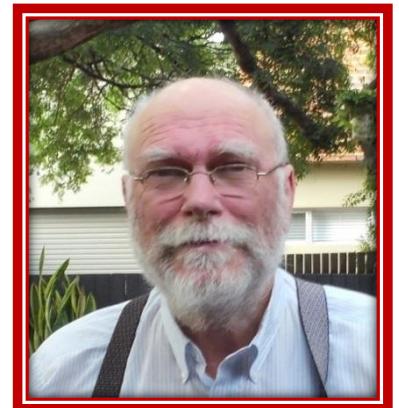
## **Executive Members**



**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**

### ***Message from the MAAA President Neil Tank (continued)***

#### **If flying under the auspices of the MAAA then all individuals doing so must be members**

In short any club or group that is a member of the MAAA (be it through a State Association or not) has to have all its members registered (being affiliate members of) through the MAAA. This is the only way in which the MAAA can be confident that it is complying with all requirements of the RAAO appointment and Deed of Agreement.

The above is not to infer that non-members flying model aircraft do not do so safely, however if flying under the auspices of the MAAA then all individuals doing so must be members, whether that be by obtaining full membership or in accordance with the MAAA Visitor's Policy: MOP 042.

For further information see:

[http://flysafe.raa.asn.au/regulations/casa\\_sport\\_aviation\\_handbook.pdf](http://flysafe.raa.asn.au/regulations/casa_sport_aviation_handbook.pdf)

### **INDUCTION INTO THE MAAA HALL OF FAME**

The MAAA Council Conference was held on the 18th and 19th of May 2013. The following members were inducted into the Hall of Fame:

Robert Fitzgerald & Mark Ellins: 2nd F2C Team Race

Murray Wilson & Mark Poschkens: 3rd F2C Team Race

Ranjit Phelan & Trevor Henderson: 2nd F3D Pylon held in Austria 1993

Paul Turner: Services to Aeromodelling and outstanding contributions to the sport over many years

***Congratulations to all!***



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

### ***from the MAAA Secretary Kevin Dodd ...***

#### **2012-13 Membership**

At the close of the 2012/13 membership year, **10,815** members were registered with MAAA. This represents 99.40% of the total renewals, based on 2011/12 figures. In member terms, this is 62 members fewer than this time last year. Of this number, 1,204 were new members or members who were returning to model flying after some years' absence. I welcome these new members and congratulate our clubs who work hard to promote model flying in their communities and in doing so, attract and support those who are new to the sport. 9,590 members renewed their membership with MAAA and this represents the highest percentage of renewing members for quite some years.

I know that the State Associations, who together make up the MAAA, appreciate your support and look forward to serving you in future years.

### ***Items from the MAAA 2013 Council Conference***

#### **Promotion**

An amount of \$10,000 was included in the Budget for promotion/advertising to be administrated by the MAAA Executive. State Associations and clubs are invited to apply for a grant to assist with promotion of their activities in the 2013/14 period. Applications should be accompanied by supporting details and be sent to the MAAA Secretary for consideration by the MAAA Executive.

## ***Items from the MAAA 2013 Council Conference (continued)***

### **Insurance Excess**

It was agreed that the Insurance excess payable on the first claim by an Affiliate Member in any two year period be \$250.00, increasing to \$500.00 for any subsequent claims.

### **Short Term Loans and MAAA Assistance to Obtain Property**

At the Conference it was agreed that the MAAA Executive would approve short term loans up to \$20,000. It was also decided that State Associations no longer had to underwrite loans. Applications for loans should still be made through the State Association to the MAAA.

### **Recent properties that the MAAA has purchased or provided loans to purchase**

<b>Property</b>	<b>Lessee</b>	<b>Lease Repayments/ Original Loan Value</b>
Sale – Vic.	Sale & District Club	\$50p/a
Southern Soaring League	Loan	\$78,500.00
Victoria State Field – Daraweit Guim Vic.	Buy back with MAAA Loan	\$257,931.89
NSW Field – Cootamundra NSW	Nil	MAAA loan settled
Twin Cities – Albury NSW	Loan	\$52,500.00
Queensland State Field – Toowoomba Qld.	MAAQ/TARMAC	\$50.80 + CPI p/a
AWA State Field – Elgin WA	AWA/SWARMS	\$76.20 + CPI p/a

### **MAAA Executive Approved Short Term Loans**

<b>Property</b>	<b>Assistance</b>	<b>Value</b>
Hastings Radio Modellers	Loan	\$2,700.00

## ***Incident Reports***

### **Injuries Caused by Electric Powered Models**

In the last MAAA Newsletter an item on a 'Safety Tag System' was published (courtesy of MASA), which can be easily adapted to any electric powered model and provides a visual indication that the electric system is not armed and is safe to be handled. Since then, there has been another very serious incident caused by an electric powered model. After a 'heavy landing' the pilot of a large model (equivalent 50cc size motor) picked up the model **without disarming** to carry it back to the pits. Unfortunately his transmitter, which was supported by a neck strap, brushed his body and the throttle was moved to full power. The resulting injuries to the member's fingers, hands and body were extremely serious, requiring hospitalisation. Accidents such as this are happening more often. Simply disarming your electric model after landing may save you a lot of pain and suffering.

It was additionally reported that the member involved in this incident was operating alone from a remote flying field. Fortunately he had and could still use his mobile phone to call for medical assistance.

Both these situations should serve as a reminder that there are dangers in our sport and constant vigilance and some simple sensible routines are required to remain safe.

**Connect with the MAAA on Facebook**





# National and International Events

## Team Trials for 2014 F2 Events

**67<sup>th</sup> National Championships** to be hosted by VMAA.  
*Dec 2013/Jan 2014*

**South Australia State Championships**  
F2A, F2B, F2C *Adelaide Cup weekend 2013*  
*Monarto/Callington TBC*

**Western Australia State Championships**  
F2D: *Sept/Oct. Exact dates to be advised.*  
*Whiteman Park.*

**Queensland State Championship**  
F2B and F2D at this stage.  
*Venues and dates are still to be decided.*

**New South Wales State Championships**  
F2B and F2D  
F2A and F2C. *October long weekend. Twin Cities,*

## 2014 F5D (Electric Pylon) World Championships to be held in Austria

A team selection trial will be held at Maryborough MAC, Queensland on the 5<sup>th</sup>, 6<sup>th</sup>, 7<sup>th</sup> October 2013.

Format is a single event over the 3 day long weekend, minimum 9 rounds. Other racing classes will be flown on the weekend as well, to give time between rounds of the F5D competition. Entry is open to all registered MAAA members as well as open to affiliated international competitors.

Entry fee of \$20 for the event (other classes on the weekend also \$20 per class). Entries close 8am on 5<sup>th</sup> October 2013, racing starts 9am that day.

Team placing will be offered to the highest placed 3 Australian pilots. In the event of any of these pilots unable or unwilling to attend the World Champs, then next in placing will be offered the positions. Only pilots who actually finish scoring flights in the contest will be offered team places (e.g. if a pilot enters but does not finish or start any races they will not be eligible for a team place).

## 2014

EVENT	Awarded to
F1D	Slanic Romania – Dates - 6 - 10 October
F2 A,B & C	Poland – Dates: TBA
F3F	Slovakia - 13 - 20 September
F3J	Slovakia – Dates: TBA
F4C	France– Dates: TBA
F5B & D	Austria – Dates: TBA
F3A AOCC	Thailand – Dates: May 2014

## 2014 F1D Indoor World Championships

The VFFS Inc. will run an F1D team trial to select a team to represent Australia at the 2014 F1D World Champs to be held in Slanic Romania - 6 to 10 October 2014.

It is proposal to run a single Team Trial for F1D in conjunction with the proposed F1D State Champs at Manningham D.I.S.C. Springvale Rd Donvale, Victoria on Nov 24 2013 from 12.30pm to 4.00pm.

## 2014 F3A Asian Oceanic Continental Championships to be held in Thailand in May 2014.

The team selection trial will be run in accordance with the current FAI F3A rules, at the TMAC club Albury on the weekend of the 5<sup>th</sup> and 6<sup>th</sup> October.

A place will be offered for three team members from 1<sup>st</sup> down to 10<sup>th</sup> place in the F3A class providing that these pilots accept the position of being a team member, plus one junior can be nominated.

There is no additional fee required, only the entry fee for the Championship competition.

Only MAAA members are eligible to represent Australia.

The contest will be run by the Australian Pattern Association.

**Note:** A Junior must have taken part in team selection trials to be eligible for selection in a team. MOP024 International Team Procedures.

## Electric jets – an interesting contradiction

**Aeromodellers have long ago implemented a concept that is – at least to date – not possible in people-carrying aviation: faithful reproductions of jet aeroplanes with electric ducted fan, EDF**

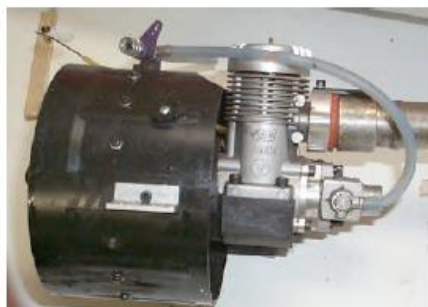
## The ducted fan principle – as old as jet aeroplanes

The desire to build model aircraft that externally resemble people-carrying jets as closely as possible is probably as old as the invention of the first aeroplanes with jet engines nearly 75 years ago. Thus, the idea of placing the propeller in a tubular housing and integrating the assembly in the fuselage of the model aeroplane was fairly obvious. The concept of the "intubed propeller" was developed in the 1930s by Italian aircraft engineer Luigi Stipa (1900 to 1992) and trialled in practice from 1932 with various bizarre-looking Caproni-Stipa experimental planes. To this day, the principle is considered an important step in the development of the jet drive.



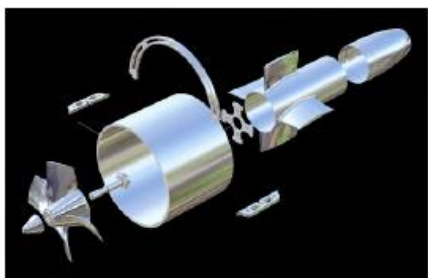
***Bizarre-looking Caproni-Stipa experimental plane***

**The ducted fan principle →**



## It started with combustion engines

The first jet models were equipped with either JETEX or Pulso engines, both of which had multiple drawbacks. Long before electric propulsion became established in model aviation, the impeller principle had achieved remarkable technical sophistication and had become very popular. Interest in scale reproductions of military and civil jet aeroplanes was significant. In the United States, U.S. Navy jet carrier pilot Bob Violett began building ducted fan jets with combustion engines as early as the late 1970s. As these engines were initially less efficient than conventional propeller engines,



his models were built to be extremely lightweight. In 1980, the company Byron USA launched a beautiful F-16 which, in a short time, also made ducted fan flight popular in Europe.

## Electric motors become the obvious choice

With the emergence of electronically commutated (brushless) motors (the first ones that could be used in aeromodelling were made in 1994 by Aveox, USA) the use of combustion engines for impellers became increasingly rare. They had too many disadvantages compared to electric motors, such as problems with starting and also cooling.

***Aeromodellers began to build their own electric ducted fans***





Modern electric motors have low vibration, start at the push of a button and can easily cope with the rotational speeds required for ducted fan. Even more than ten years ago, aeromodellers who had experience with electric propulsion systems began to build their own electric ducted fans.



In addition to carbon fibre reinforced plastics, wood and metal were also used for both turbines and stators. It took only a few years for a large international community of electric jet aeromodellers to emerge. The term "EDF" for electric ducted fan was adopted by the numerous manufacturers of propulsion systems and jet models.



## High tech ducted fans conquer model jet aviation

Improved ducted fans are continuously being developed by various manufacturers around



the world. Improvements include not just power increases but also reductions in noise – modern jets running at speeds of 20,000 to 40,000 rpm only generate a pleasant humming noise. With a ducted fan weight of less than 1.5 kg, static thrust can be as high as 100 to 150 N. This means that electric turbines can match gas turbines in terms of power and weight. Although there is still a large difference in the power densities of batteries and kerosene, EDF propulsion systems are becoming

increasingly popular due to their easy handling. There is hardly a jet plane that hasn't been reproduced. The spectrum ranges from small mini jets weighing only several hundred grams to large multi-engine machines weighing 10 to 20 kg. The world of electric jets has no limits – do you want to be part of it?

**Photographs**  
D. Schuebeler  
H. Mettler

### *Electric ducted fan with controller in a jet model airplane*

