The Free Flighter
Journal of the NSWFFS Inc
March 2010

Roy at Lost Hills, about to launch
his folder on what was one of
the warmer days, shorts and tee shirt
Noels photo

Editorial March 2010

At our general meeting in Jan this year we discussed the possibility of purchasing some land in the Lowlands area at Richmond where we currently fly. Cutcliffe real estate is advertising a property at the corner of Cornwall and Benson's lane. The land is listed under a number of titles and I thought that we could with the assistance of the MAAA purchase a plot for free flight and control line. After some investigation the available land to be sold is 120 acres and the cost is in excess of $2.5 million. Idea squashed.

It was also suggested that we could ask the MAAA for a grant in accordance with MOP 004 to invite a professional modeller from Europe to teach us how to trim free flight models. We would ask the MAAA for a grant of $2,500 to go towards airfares for the selected modeller. By the time you read this I will have drafted a motion for the next MAAA conference.

The next nationals will be held by the QMAA at Dalby in Queensland. If you have not already organised your accommodation you should book soonest. Roy Summersby and I have both visited the site and it looks good. The main radio site is excellent. Some of the retrieval areas for free flight are a bit soft underfoot but the usual story; no wind and all will be fine.

Recently Gary Pope, after starting his Forster powered Zipper managed to stick his right hand back into the arc of the propeller and badly damage two fingers. This adventure is discussed elsewhere but a procedure needs to be sorted. Minor injuries can be treated on the field with a bandaid or aspirin. Very serious injuries or illness would need an ambulance; that's a triple 0 call with first aid on the field. The third type of injury is in the same category as Gary's, where the victim needs to be taken for treatment. In the case of Richmond the hospital should be Nepean or Westmead. Do not take the patient to Hawkesbury hospital; it is not up to speed. In the case of other flying locations thought needs to go into the best treatment location.

A Friday ago Jim Christie had a DT hang up and his model stalled around in the air for about half an hour. The model did not appear to go too far but certainly towards the NW and either over or in the river. The model was tracked to about 200 feet, lost in the binoculars and the signal from the tracker stopped when the model apparently landed. Jim went to fetch. No signal near the river or on the escarpment. To date the only answer was somebody picked the model up or it landed heavily into the river and the tracker was shorted out in the water. Keep your eyes and ears open for news.

Last but not least, our state champs will come around again in Jun 2010. Lake George has been rained upon. It is a great retrieval area but recent rains may bog us down and a new venue may be necessary. I will keep you posted. Other states will be notified in due course.

The higher they go the longer they take to come down. (Colin Crowley, 30 sec F1C motor run Lost Hills, USA)

Terry Bond
President

Minutes of General Meeting
15th January 2010

Meeting opened: 7.40 with President Terry Bond presiding

Present
T Bond, R Summersby, B Lee, T Stowe, W East, F Barsanti, W Bolliger, Goran Milosavljevic, Geoff Potter

Apologies
M Towel, Reg Towel, Lyn Towel, Peter Braid

Guests
P East

Minutes of previous meeting:
Minutes accepted as a true record: B Lee / F Barsanti- carried with the correction of Jim Christie name. Last minutes showed J, Christ.

Business Arising:
Field is still to be slashed.

Correspondence In:
Flypaper Dec issue, Qld Oct/Dec, MAAA correspondence MOP 7/12, 11/12, 21/12

Correspondence Out:
The Free Flighter, Contest Calendar, Catholic Archdiocese

Treasurer's Report:
Tabled Nov/Dec, Moved W. Bolliger sec Frank Barsanti that Roy be reimbursed for expenses

New Business:
Scale Rally/Tran Tasman will be run by NSWFFS 3-4th July Tahn to organise.
Treasure to move surplus funds to investment account.
Moved Terry Bond sec Barry Lee that The Treasure be given $1200 towards a new computer for the use of finances and equipment register.
Terry to investigate other model clubs re the building and or trimming of free flight models at Richmond.
Terry to investigate the possibility of MAAA sponsoring overseas visitor/s in 2012.
Some general discussion on the recent Nationals

Meeting closed 8.50pm
Roy Summersby Sec

Gordon Burford
It is with sadness that I advise all modellers that Gordon Burford passed away 11th March, in hospital after a fall at home. The funeral will be late this week, perhaps Friday 19th March.

On behalf of the NSWFFS I would like to express our condolences to Gordon's family for their loss and to wish Gordon all the very best on the biggest flying field.
Roy Summersby

Next Meeting
Friday March 19th 7:30pm at the Air League Hall in Harris Park.
I doubt if any great decisions will be made, but there will be talk of our Southern Cross Cup and AFFS Champs which are fast approaching. Possible change of date for the AFFS in 2011 due to the next World Champs date clashing and this might be on the agenda at Easter. WA will be hosting the Nats after Qld are thinking of holding them in April to avoid the heat and wind. I might know more on this by the meeting. If you have items to sell, swap, talk about or give away bring them along, it's always good to have someone else's junk, oops I mean stuff.

Members and Club Secretaries please note,
If you are reading this hard copy of "The Freeflighter" and you have a current email address could you please send a message to info@nswffs.com.au so you can be put on the email list.
Sending "The Freeflighter" by email keeps costs down and helps us to keep our fees low.
Thank You
Barry Lee Registrar NSWFFS Inc.

Bar B Q day and some flying at Richmond Sunday 7th March
Not many fliers turned up which was a shame, as the day was near perfect. Jim was there flying F1Gs, Roy with his Vintage power Swiss Miss, Gary with two fingers still held high, (find out why elsewhere in this newsletter), Than, Ivor and Roy were there with cat gliders. Barry brought out the Barbie on the trailer. Reg and Lyn Towel came along for the Barbie and a chat, in all it was a great morning. Scores with the cat gliders were Ivor 102, Roy 99, Tahn 96.

November - December 09 Summary

Credits		**Debits**	
Registrations	$ 3,240	Affiliations	$ 570
State Champs	$ 160	Air League (Hall Hire)	$ 180
Parking	$ 34	Shade Tents	$ 300
Donation (Ivor F)	$ 100	Tech 2U (Website)	$ 165
St George Interest	$ 6.51	2 Computers	$2,569
Catholic Diocese	$ 100		
Total	**$ 3,540.51**	**Total**	**$ 3,884**

Front Cover
As well as articles to put in this mag, I need photos for the front cover. This month the cover should have had a photo of Brian Alcock but the photos I had did not have enough contrast in the so you ended up with Roy. If you have any photos that you think others might like to see please send the to Barry or Roy so we can use them. A little story with the would be appreciated and less work for the Editor.

Our Oldest Flyer

I recently visited our oldest modeller to see for myself just how a man in his 89th year can design, build, and fly a free flight model. I must confess that my real reason was to discover his secret. I want to be just like him when I grow up. I don't care if it is F1C, open rubber or a Vic Smeed Tomboy; the big thing is getting out there in the paddock and doing it.

The man I am writing about is our very own **Brian Alcock**. Brian was born in Sydney in 1921 and has lived in the Sydney area most of his life. Brian started aero modelling in 1932, and would you believe it, he showed me a rubber stick model that he built in 1935!!! Yes it has had a new set of wings, but that's all. The model is an Edwin Hamilton design from Model Airplane News.

Brian's profession was dentistry, which he started in 1938. War years saw Brian in the RAAF as a dentist. The RAAF let Brian come back to Civvy Street in 1946. Brian's first engine was a Frog 100 which he

bought in 1948 and still has it. He loves the old Frogs, he must do, as he has five of them. Two are in models and ready to fly. Brian has a variety of other engines including a couple of Super Tigres but his favourites are the old Frogs and the Cox 049s.

In 1983 Brian had a fire in his garage and 20 years of modelling went up in smoke, this put a stop to his building for quite sometime. He is certainly back at it now. Last August he designed a one meter biplane, built it in September and in October was on the field at Richmond flying it.

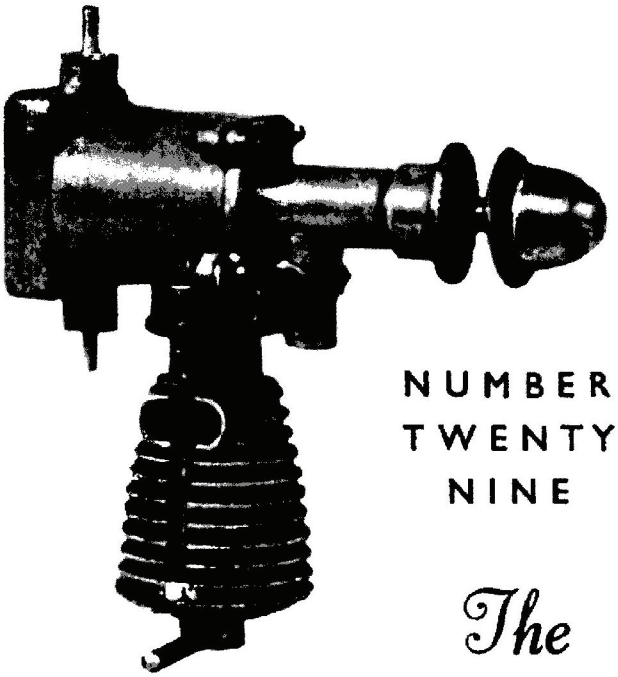
In the late 1950s and early 60s Brian was in the winning circles with open power and what was then class 2 power, (up to 2.5cc) taking trophies at National and State competitions. Brian's models might not make the fly offs in open power any more, but they are a delight to watch taking off and landing on the turf at Richmond. Brian is also keen on electric free flight of which he has quite a number and flies regularly. Going back to the 1948 Frog 100s which he has in two models, these models were built in the 1960s, they are still in perfect flying condition, they just need a little diesel fuel, flick of the prop on the old Frog and they are airborne.

Maybe as the years roll on and time takes its toll on me , I will have to give up my Verbitsky, Fora and Cyclon engines, save up for a 1948 Frog 100 with the venturi on the wrong side of the crankcase and build a biplane. It's my ambition to be like Brian, design, build and fly models at 89. Good on you Brian.

Roy Summersby

Brian's membership card for the Ashfield Model Flying Club, dated 25 May 1932.

PS: *I was also inspired some years back by Kurt Kuhl. He was flying alongside me in a F1C competition in East Germany. This man, in his eighties, was very frail but he was still flying a Rossi powered sheeted F1C model. No motor bikes here for retrieval but he did get a lot of help from his wife Hildegard. It was fantastic to see them on the field having a go and enjoying themselves.*



NUMBER TWENTY NINE

The

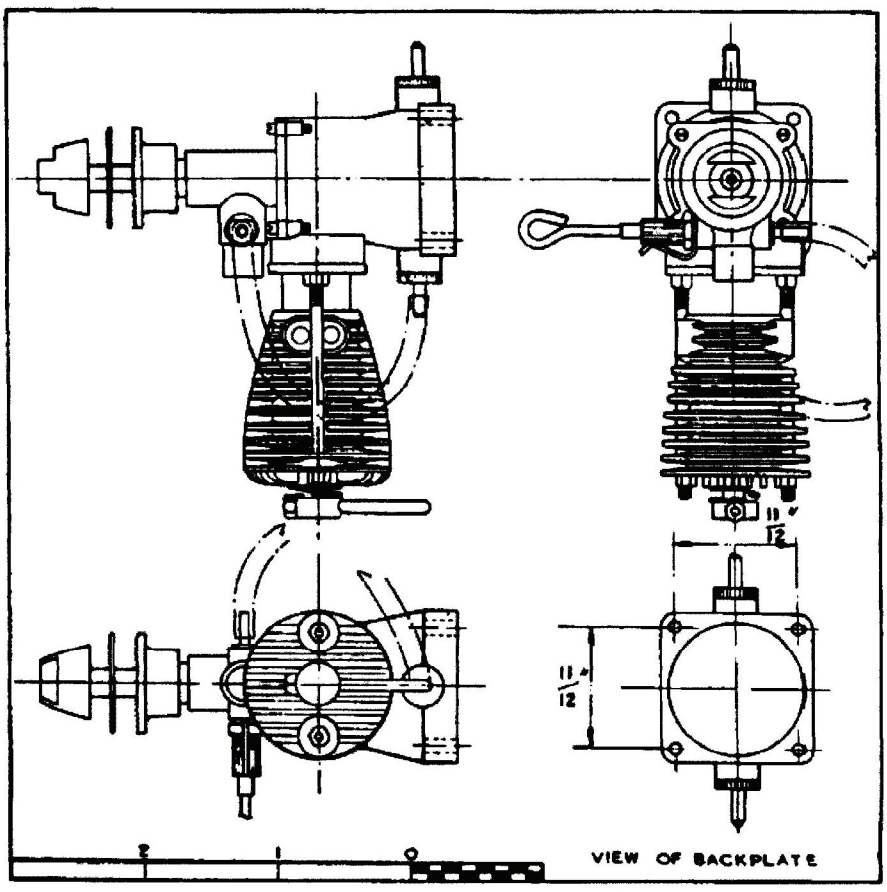
FROG 100

MARK II DIESEL ENGINE

ONE of the first engines to be tested when this series began in 1948 was the Frog " 100 ", so that it is particularly interesting to compare the Frog " 100 " engine of to-day with its ancestor. Not only has this engine altered considerably in external appearance, but there appears to be a marked improvement in performance, as the new engine shows an increase in B.H.P. of over 25 per cent.

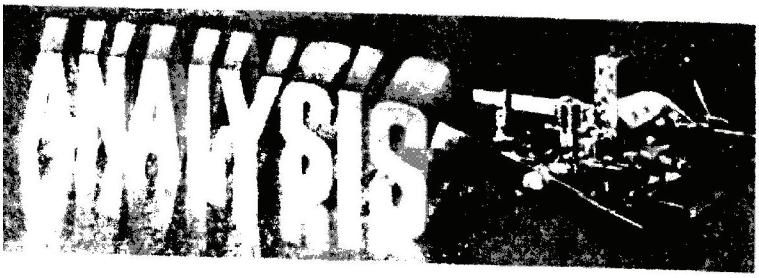
It is dangerous to attribute this improvement to any specific cause—such as improved design—because to arrive at a true comparison between the two engines it would be necessary that they be tested under identical conditions. During the test of the new engine the conditions were not identical with the first. For one thing, the fuel was different, and as considerable research has been devoted to the question of diesel fuels in the years between, it is quite probable that some, at least, of the increased power is due to this factor. In any event, it is not highly important to the average user to know the exact cause of the improvement—the salient fact is that from an engine of identical capacity the aeromodeller may now expect a much improved performance, if the specified fuel is employed.

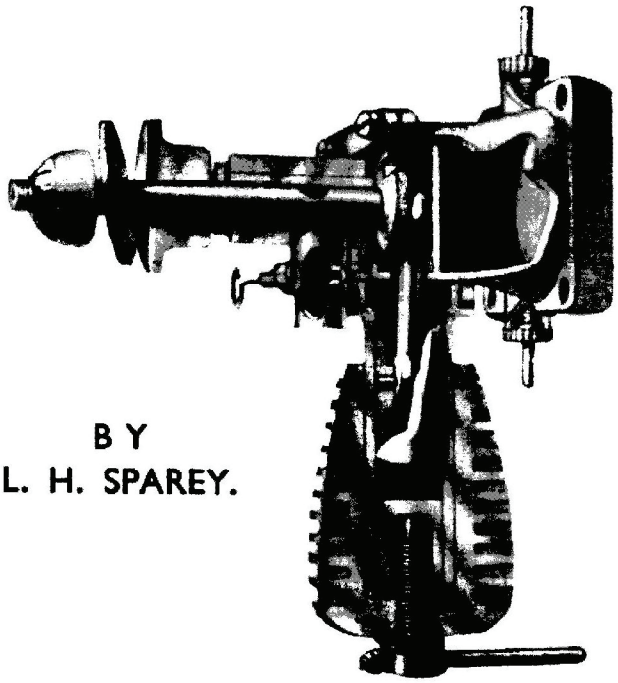
As with all the Frog range, the engine is remarkable for the great flexibility it displays, as it ran evenly and steadily at speeds from around 1,000 r.p.m. to 9,000 r.p.m. In this connection it may be remarked that the makers claim a maximum of only 6,500 r.p.m. They also claim that the engine weighs *heavier* than the checked weight obtained by me. In view of the exaggerated claims made by some manufacturers in the early days, it seems that it is being realised that a modest claim—or even an understatement—is more likely to create confidence; and is in the long run a much sounder form of advertisement. This tendency has been noted before in these pages.



The Frog engine should be of particular interest to free-flight flyers, in view of the fact that the greatest output lies around the 8,000 r.p.m. mark. This is the approximate speed at which propellers usually turn in free-flight work. It is also not a difficult speed to attain if the airscrew is carefully selected. Furthermore, the speed is reasonably low, so that the engine need not rack itself to pieces in an endeavour to obtain maximum output at some phenomenal rate of revolution.

An interesting experiment on this motor was carried out in addition to the usual B.H.P. test. The Frog 100 engine is very easily convertible to upright or inverted running, and a series of figures was obtained for the engine in both positions. These results showed so little variation one from the other that it can be said that the performance remains the same irrespective of the engine's position. I am not aware that any concrete facts on this





BY
L. H. SPAREY.

subject have hitherto been available, and from that point of view the findings may be helpful. It must be remembered, however, that data applicable to one type or make of engine may not necessarily apply to other engines of different design and manufacture.

While the Frog 100 diesel engine is of quite pleasing appearance and general proportions, it does seem to be rather on the large side for its capacity. The chief criticism is that it is too high. On taking the engine to pieces, the reason for this height is easily discovered, as the contra-piston is extremely long. This is probably done in order to ensure a good seal in the cylinder.

TEST

Engine : Frog " 100 " Mk.11 Diesel.

Fuel : Frog " Powa-Mix."

Starting : Extremely good under all conditions.

Running : Shows great flexibility, and ran well at all speeds between about 1,000 and 9,000 r.p.m. It was not found possible to exceed 9,600 r.p.m.

B.H.P. : The curve shows a flat characteristic between 7,000 and 8,800 r.p.m.. with a maximum output of ·071 b.h.p. at around the 8,000 mark. (The Frog " 100 " engine tested in 1948 gave ·0575 b.h.p. at 8,100 r.p.m.). Output declines fairly steadily down to about 1,000 r.p.m., below which a steep drop is indicated, so that at 700 r.p.m. the output is only ·0094 b.h.p. At 9,600 r.p.m. the output is down to ·05 b.h.p.

Checked Weight : 3·75 ozs. (with tank)—Maker's weight, 4 ozs.

Power/Weight Ratio : ·304 b.h.p./lb.

Remarks : This new Frog engine displays all the characteristics of easy starting, flexibility, and reliability, associated with the range.

FROG " 100 " MARK II GENERAL CONSTRUCTION DATA

Name : Frog " 100 " Mark II.

Manufacturers : International Model Aircraft Ltd., Morden Road, Merton, London, S.W.19.

Retail Price : 48/– including Purchase Tax.

Delivery : Immediate.

Spares : Immediate.

Type : Compression Ignition.

Specified Fuel : Frog " Powa-Mix ".

Bore : ·375 inch.

Stroke : ·55 inch.

Capacity : ·99 c.c., ·06 cu. in.

Weight (bare) : 3·75 oz.

Compression Ratio : 8 : 1 to 16 : 1.

Mounting : Radial, upright, inverted, or sidewinder.

Recommended Airscrews : Free Flight 8 × 5 inches ; Control Line 8 × 5 inches, or 8 × 6 inches.

Recommended Flywheel : 2½ oz.

Cylinder : Steel, hardened, ground and honed.

Cylinder Head and Fins : Aluminium Alloy. Die-cast, attached by 2 8BA holding-down bolts to Crankcase.

Piston and Contra Piston : Meehanite ground and lapped.

Crankcase : Aluminium Alloy. Die-cast. Integral Fuel Tank.

Front End : Aluminium Alloy. Die-cast attached to crankcase by four 10BA screws.

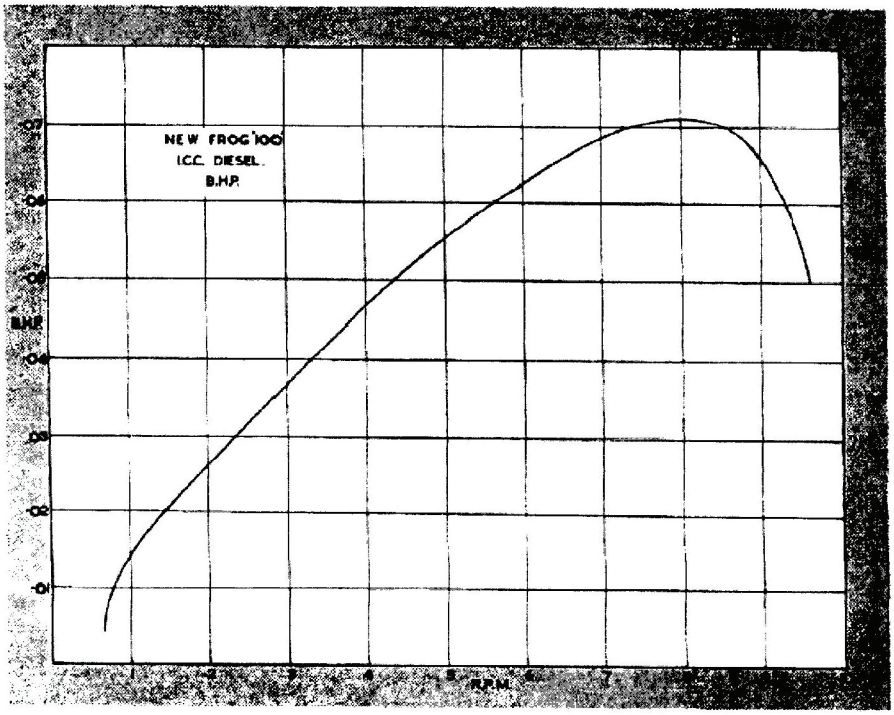
Connecting Rod : Forged, Hiduminium RR56.

Crankpin Bearing : Plain.

Little End Bearing : Plain.

Crankshaft : Steel Hardened and ground.

Induction : Crankshaft rotary valve.



Not the normal Friday

It was 5.15 when I woke, bugger, the alarm didn't work, some fool hadn't set it properly after the blackout from the storm yesterday. I am now 30 minutes late, 30 minutes late at the field is OK, but on the freeway it means more traffic. Fuel, I need petrol, one servo is 116 cents the other 132 cents I must buy it now before all the service stations are 132 cents more delay. The run to Richmond was not as bad as expected; people must still be on holidays. What was that flash oh no a new Speed Camera, I've been done again, this is going to be an expensive Friday, can't be too many dollars as it's a 70km zone. Terry and Garry are there to welcome me, what kept you mate? The traffic was bad I reply (not going to tell them about the fool who can't set a clock).

An easy day for me, I just wanted to finish trimming a new F1J, as well as try out a new tank system. All is working well, good motor runs; the new tank has solved that little problem. I keep pulling the stab down to straighten the climb. Breakfast time, sit and chat, coffee, biscuits. Tahn arrives, more talk, time to do some more flying. By this time Garry has had a motor break in his rubber model so he is flying his Zipper with the Forster 29 up front. A short motor run (test flight) all seems good, but with no wind will it glide into one of those large concrete blocks or into Terry's Volvo? It misses the concrete and is heading for the Volvo, I stand guard in front of my Holden then Terry calls it's OK it will miss, yes it misses the Volvo and my Holden then drives it's crankshaft into Tahn's Mercedes van producing a very nice dent. Tahn should park in line not one meter further out. The interesting thing is that Terry, Tahn or I could have caught the model but somehow we just watched it hit the van. Chris has arrived so a bit more sit and chat, a few more F1J flights ,up to five seconds motor run, time for bunt and glide, small problem with the bunt, fixed that, glide has a stall, wind the stab down a turn . By now Tahn's had his Friday chat and is off to make a few more dollars.

Soon after Tahn's left us I have the new F1J bunting and gliding just about right. I am ready for an extra long glide and I am about to put it in the starter when Garry starts up the Forster again. The Forster is on song when it suddenly stops, now I've heard this sound before, and it's different to anything else. That is the sound of human body getting in the way of machine. By the time I've put my model on the ground Garry's yelling for help, the blood is flowing from the top of two fingers. Having spent 50 plus years in the building game I've seen a few cuts and I knew this one was beyond my first aid knowledge and first aid kit, which hasn't been out from under the seat for many years. Wrap the hand up in a clean Gosford Hospital towel to keep the claret off the upholstery (most important) and off to Windsor Hospital for you Garry.

Lucky for me Terry took Garry in Garry's car so I was able to finish trimming the F1J while we wait for Garry's outcome. In brief it went something like this. Chris went and picked up Terry from the Hospital, Windsor Hospital worked on Garry then sent him on to Westmead Hospital, where they found two broken fingers plus the tops had been removed by a revolving propeller (we knew that) kept him there the night and sent him home the next day. Meanwhile Terry, Chris and I pack up and go our separate ways.

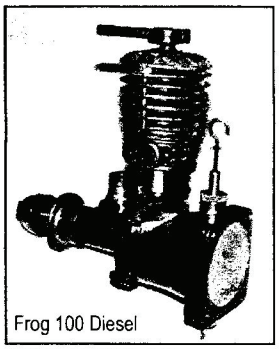
I am so impressed with my new F1J that on returning home I have to repack my model box for USA, old F1J out new F1J in as I leave on Sunday.

Boy what a Friday morning.

Roy Summersby

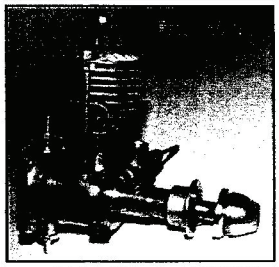
In the coming issues

In the next few issues I plan to reprint some articles which were done by Dave Owen for Duration Times. As you know Dave sells some of the hard to get engines including Schlosser, MP Jets and others. If you are looking for something unique give Dave a call on 42272699 he might just have what you are looking for.

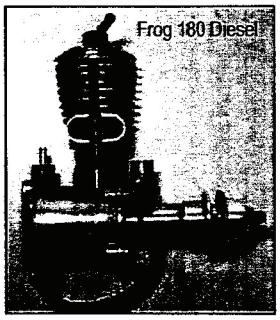

Frog 100 Diesel

I finished last month's look at the engines offered in the 1950 edition of the Model Dockyard catalogue with the line: "By 1950, there was a great variety of more modern engines similar to the Frog 500 on the market, in both diesel and glow form."

But not all the Frog 500's contemporaries were state-of-the-art. The earlier Frog 100 and 180 Diesels and the 160 Redglow were still on the market, their relative low prices ensuring continuing, if limited sales. These were long-stroke engines, whose ancestry went back to the Frog 175 petrol engine designed by George Court in 1946. Even the 1950 promotion of the Frog 160 Redglow was rooted in the past. This is what the Model Dockyard said about it in their catalogue:

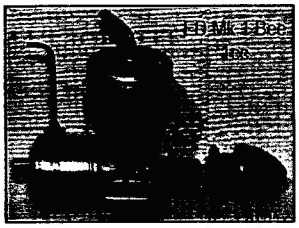


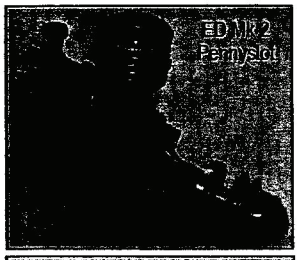
The FROG "160" is a development of the FROG "175" and incorporates many advanced features of the "100" and "180" engines; giving an exceptionally high power output combined with low total weight. Basically a petrol engine, the compression ratio has been modified for special fuels to be used with a "hot-coil" plug that replaces the ordinary spark plug. The special element in the "hot coil" plug is heated up with a 1½ v. or 2 v. D.C. current and is equivalent to "switching on" with the normal type of ignition employing coil and condenser.

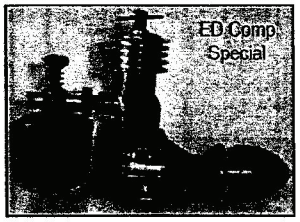

Frog 180 Diesel

The FROG 160's stable-mates were the FROG 100 and FROG 180 Diesels. All three had an integral tank combined with a radial mount and all had the same .55" stroke. The "100" had a .375" bore; the 160 and 180 both having a .485" bore. Despite being called a "180", this engine was actually the same capacity (1.66cc) as the 160! The "100" retailed at £3/15/-, the "160" at £4 and the "180" at £4/15/-.

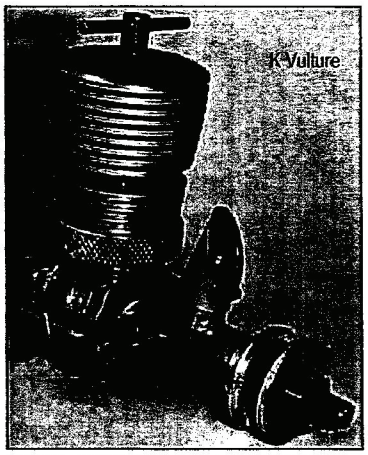
The main competitor to FROG was the range of diesels marketed by Electronic Developments, or E.D. as they were known. The 1cc ED Bee, which sold for £5/15/- was a very popular little diesel, thousands being sold world-wide, with most probably ending up in FF models around 36-40".


ED Mk 1 Bee


ED Mk 2 Pennyslot

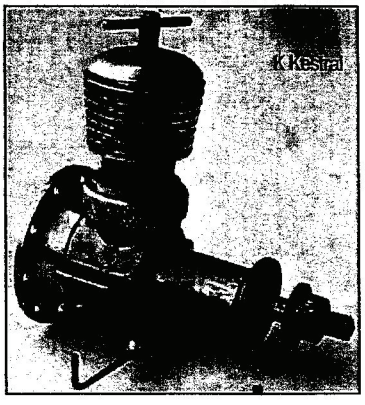

ED Comp Special

The Bee was originally marketed as the ED Mark 1, the ED Mark 2 being a patrician-looking, long stroke 2cc diesel, based on the pioneering Swiss Dyno of 1941. The Mark 2 retailed for £7 and was commonly referred to as the ED Pennyslot. This odd name reflected the use of a coin in the slotted cylinder fins to adjust the compression. The Pennyslot was later joined by a new and very similar 2cc diesel called the Competition Special, or Comp Special for short. Though the Pennyslot was dropped around 1952, the Comp Special soldiered-on for at least another 10 years.


K Vulture

There was an ED Mark 3 and this was a front rotary valve, long-stroke engine of similar construction to the Mark 2 and Comp Special. The Mark 3 was supplied as a diesel, but came with glow-plug head which could be used at a later time when the piston/cylinder fit was too worn, to sustain reliable diesel operation. The Mark 3 was really outclassed and was ultimately succeeded in 1951 by the Mark 3 Series 2, the fabulous ED Racer.

One other little diesel which achieved a measure of popularity, particularly in the Adelaide region, was the "K" Kestrel 1.9cc engine, also a British product. This was a beam-mount diesel which featured an under-slung venture, like the Arden engines. The cylinder on the Kestrel was clamped to the crankcase with a knurled locking ring. This inevitably came loose in operation and few "K" engines are seen without substantial plier marks on the locking ring!


K Kestral

The Kestrel was only one engine in the "K" range; others being the 2cc Falcon, the 2.5cc Competition Special (no relation to the ED of the same name), the 1.9cc Tornado glow and the big and unpleasant 5cc Vulture diesel. All featured the ill-advised locking ring, the updraft venturi and a ball and socket conrod.

In the next installment we'll look at the Allbon and Davies-Charlton engines and others, before going back to the iconic diesel and glowplug engines produced here in Australia by Gordon Burford.

Max Men tit bit's

Six Aussie flyers and two supporters made the trip to USA this year, Phil and Roy flew the flag for NSW. Conditions were excellent with only light wind. I know there is a full report in FFDU which has just come out so I won't go into great detail here. One exception must be F1C flyer from WA, Colin Crowley. Colin has a brand new, never flown folder model and had just installed a new electronic timer. After much ground testing Colin was ready for the first flight. Colin's launch was perfect, the model climbed dead straight except the motor did not stop at the 3 seconds as programmed, it continued on straight up for no less than 30 seconds. For those readers that haven't seen one of these models go, I will tell you now that after 30 seconds it is about 1000 meters high. All other function worked so the model DT and landed just 70 meters away. After much chewing of the fat by all the experts and a full 24 hours for Col to recover, he tried again, this time the motor stopped as planned, 3sec but then lost it's last function so no DT. The model was in the air for 30 minutes and lost in the dusk. Col was sure it had gone forever, the model stopped out in the rain that night, but we found it without much trouble next morning. Col changed to a clock work timer and flew very well in the Maxmen competition maxing out. I think the jury is still out on what went wrong.

PS. Most models having an engine run of 30 seconds would have turned around and met its end burying its self deep in the earth.

2010 Contest & Event Calendar

Note: Most Fridays (weather permitting) from 6am until around 11am there are flyers trimming and flying at the field. If you're bored, retired or unemployed, feel free to come on out, have a look and a chat. Remember to bring your camera, a hat and sunscreen!

Date	Event	Time	Venue	CD
March 13-14	Hunter Valley Champs		Muswellbrook	
March 19	General Meeting	8:00pm	Harris Park	
March 21	State Champs F1 G, H & J	7am-1pm	Richmond	Chris Dudley 0434643741
March 29-30	Southern Cross Cup F1A, B, C & NSW State Champs Open Power & Open Rubber		Narrandera	
March 31- 4	AFFS Champs		Narrandera	
April11-17	Trans Tasman Challenge New Zealand		South Is	
April 18	Scale Rally, ½ Hour Campbell Scramble, Vintage Rubber	7am-1pm	Richmond	Bill East 04172448126
May 1-2	Veterans Gathering		Muswellbrook	
May 7-8-9	Vic State Champs, F1ABC, O/P, Combined Vintage, P 30,Open Scale, HLG/GG		Springhurst	
May 16	State Champs Scramble, --Combined %, Control Line Flying, BBQ Lunch	7am-1pm	Richmond	Terry Bond 0417027579
May 21	General Meeting	8:00pm	Harris Park	
May 30	State Champs, P 30, & Vintage Rubber	7am-1pm	Richmond	Gary Pope 0417268478
June 12-14	NSW State Champs F1 A, B, C		Lake George	
June 20	Vintage Power Vintage Glider, Mini Vintage	7am-1pm	Richmond	John Corby 0403498109
June 27	Russell Forth Scramble		Illawarra	
July 3-4	Trans Tasman Scale	7am-1pm	Richmond	

MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA INC.

Newsletter

NO. 01/2010

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Congratulations Valerie Vickers

It is with pleasure that the MAAA Executive on behalf of the MAAA Members offer their congratulations to Mrs Valerie (Val) Vickers on being awarded the FAI Air Sport Medal. This award recognises the work and achievements, in model aviation in Australia, carried out by Val at Club, State and Federal level. The presentation was made by the MAAA President at a MAS NSW Annual Presentation Dinner.

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:

MAAA MOP 042 Policy for Visitor Insurance at Flying Fields – Amendments made following a proposal put forward by the Education Subcommittee to have Education Groups included within the policy. *(See item Education Groups)*
MAAA MOP 058 2.4GHz Equipment – Amendments to Appendix 'A' to clarify that: *'The following technologies are accepted for use in the 2.4GHz frequency band only'.* The addition under Technology: *Sanwa FHSS.*

Education Groups

At the 2009 Council Conference the question was asked: *'how can groups taking part in education programs get initial exposure to flying club activities for defined periods longer than covered by the Visitor Insurance, and still be covered by the MAAA Insurance?'*

The Chairman of the Education Subcommittee put forward a suggestion based on a brief consideration following the question. This was that if a State Association through their Education Officer recognises a specific group taking part in an education program which comes under the MAAA Education Policy, then the MAAA for a small fixed fee and for a fixed period e.g. 10 weeks, will cover the group. Providing that a club is prepared to host them, they could fly at that facility, including on weekends, under the normal conditions of the MAAA Visitor Policy. Following debate on the subject, this was agreed. This has now been finalised by the Education Subcommittee, approved and incorporated into MOP042.

Delta Dart Program

The MAAA Delta Dart program continues to be well received by those State Associations and Education Groups taking advantage of the scheme.

The Delta Darts are intended to be used to promote aviation in general and the MAAA in particular, even though the latter is a longer term aim. Under the coordination of an MAAA Education Officer the Darts are used as part of the MAAA Education program to Schools and other groups who are able to show:

- they have an educational element for their use
- their use is suitably supervised
- feedback on the benefit/promotion that the MAAA will gain

If you consider you have a project for the use of Delta Darts or know of an Education group who you consider meets these requirements and can benefit from the scheme, please contact your State Association Education Officer for assistance.

Outcome from Reported Incidents

A recent Incident and Accident being investigated by MAAA involved a member using a tractor-drawn slasher/mower. Unfortunately the member suffered an injury to his foot and this highlights the need for extreme caution when operating any machinery at home or at your club. In today's society we have a duty of care to others and this includes clubs in the operation of any machinery.

Following this incident the Club was requested to put in place a procedure for operating this machine before it was used again. It was suggested that their State OH&S would have directives on the safe operations of this type of machinery, which may be of assistance and guidance. The MAAA also recommends that, where a club has members operating any type of machinery, the club ensures it has suitable procedures for machinery operation and if appropriate, it supplies suitable safety equipment for its members. Your State OH&S will have guidelines to assist.

Australian Endurance Record

Congratulations to Anthony Mott and his team on establishing a new Australian Endurance Record. The successful record attempt was held at the Greensborough MAC on 21 & 22 December 2009 with the model being flown for 24 hours 10 minutes and 24 seconds.

2.4GHz Transmitting Equipment

From time to time the MAAA receives reports that the MAAA Policy on 2.4 GHz may not be either well enough known, or is being ignored by some individuals and clubs.

The following are the basic requirements and implications for the operation of this equipment at MAAA Club fields.

- Only MAAA accepted 2.4 GHz radio systems can be used at MAAA flying fields and under the MAAA insurance policy.
- The MAAA evaluates the basic operational performance of equipment before it is accepted.
- Some equipment that has been put to the MAAA for acceptance has had technical limitations that would cause problems if used in a typical club environment.
- MOP 058 has the details of the accepted equipment, and the standards that this equipment should comply with. (See Appendix 'A' MOP058)
- If clubs allow equipment that does not comply with MOP 058 to be used at their field it could prejudice the insurance cover of all club members.
- In the event of an incident involving 2.4 GHz equipment that has not been accepted by the MAAA then it would be expected that serious questions would be asked by both the MAAA and the insurer.

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

Southern Cross Cup

F1A	Tue 30th Mar 2010	Narrandera
F1B	Mon 29th Mar 2010	Narrandera
F1C	Tue 30th Mar 2010	Narrandera

AFFS Championships

F1A	Sat 3rd Apr 2010	Narrandera
F1B	Fri 2nd Apr 2010	Narrandera
F1C	Sat 3rd Apr 2010	Narrandera

Qld State Championships

F1A	29th May 2010	Dalby
F1B	30th May 2010	Dalby
F1C	14th Mar 2010	Dalby

Victorian State Championships

F1A, F1B and F1C flown over 7th to 9th May 2010
Location: Springhurst

Western Australia State Championships

F1A	16th May 2010	Meckering
F1B	24th Jul 2010	Meckering
F1C	25th Jul 2010	Meckering

Additional Team Selection event for F1A classes
5th to 7th Jun 2010 Meckering

NSW State Championships

No firm date yet but likely to be long weekend 12th, 13th and 14th of June 2010. Location will be Narrandera or Springhurst.

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. The trials are expected to be held in Victoria, Queensland and NSW with 5 trials in all, between June and the end of December 2010. Actual dates are yet to be confirmed.

World / Continental Championships and Trans Tasman Events Calendar

2010	
EVENT	**Awarded to**
F1 A,B & C	Trans Tasman
F2A, F2B, F2C, F2D	Hungary **Dates:** 23 July – 1 August
F3J	France **Dates:** 28 July - 8 August
F4C	Poland - Czestochowa 30 July – 8 August
F5B, F5D	USA - Muncie 20 – 25 August
Space Models	Serbia - Irig 21 – 28 August
F3A Asia-Oceanic	Offers Invited –(location and dates TBA)
F3C Asia-Oceanic	TBA
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