

The Free Flighter Journal of the NSWFFS Inc November 2011



On the Crimean flying field September 2011
Details inside.

Minutes of General Meeting 16 September 2011

Meeting opened 7.32pm; President Terry Bond in the chair.

Present;

Terry Bond, Barry Lee, Carlo De Filipis, Neville Fraser, Jim McFall, Michael Towell, Walter Bolliger, Jim Christie, Phil Warren, Gary Pope, Geoff Mee, Peter Braid, Adam Braid.

Apologies;

Frank Barsanti, Roy Summersby, Tahn Stowe.

Guests;

Reg and Lyn Towell.

Minutes of the last meeting;

Minutes accepted as a true record. Mov: Wally Bolliger, Sec Gary Pope.

Business Arising;

In previous minutes \$300 was allocated to cut the grass on the adjoining field. The field is not being used as an exercise yard for polo horses and the field has been mown. Expenditure not necessary and the motion has been withdrawn. Mov Terry Bond sec Gary Pope

Correspondence in;

Flypaper, CIAM flyer, SMH article Maynard Hill, MAAA invitations to overseas visitors, MAAA minutes of monthly conference, MAAA procedures, Over height letter re RC model.

Correspondence out;

Free Flighter, 2012 Contest calendar,

General Business

Invitations from the MAAA to attend Australian contests have been forwarded to Igor V and Slava A. Roy Summersby is currently in Ukraine and is negotiating the dates when the modellers will arrive.

A national's field has not yet been selected but the executive will investigate the field when Tahn Stowe and Roy are both available. An event list will be published when known.

The MAAA council conference will be held in Sydney in May next year. Location and dates will be notified so visitors can attend.

Motion; That the Public Officer be authorised to submit the form A12 to the Department of Fair Trading, Mov: Terry Bond. Sec: Barry Lee.

Meeting closed 7.43pm.

Cover Story

Andrey Burdov's girlfriend (18) from Moscow, holding his reserve F1B model just prior to the last fly off round in the Black Sea Cup Crimea. The wing is flapped and the model has a servo which controlled the stab mounted on the end of the motor tube. Andrey who is only 21 performed very well. Note the size of the field, it was like this in all directions.

Editorial Dec 2011.

Hi team this is the last message via the Free Flightier for the year and also the last meeting. Naturally we hope to see you on the 18 November at the hall in Harris Park. I have some Airborne magazines to give away so do not miss out.

There is quite a bit going on at the moment so the silly season could be a bit busy. We have a Friday flyers Christmas party on the field on the 9 Dec. This usually takes the form of snacks with a glass of champers and a presentation to Pauline and Charlie for the use of their field over the year. As usual Charlie has given us the most magnificent paddock to fly on and thanks never seem enough. I must admit that I really look forward to the Dec do each year.

Friday has been very successful with attendance up again this year. A special thanks to Jim for soliciting the parking fees; he is better than I ever was! As usual Gary has volunteered to do the catering and I will look after the rest. All modellers are invited not just the ones that turn up on Fridays.

1 Dec 2011 starts our qualification period for the next world champs. The competition for places can only said to be fierce. Some of the criteria for qualification have been changed to select the best team. We will also have some visiting modellers for the Ukraine to teach us more about F1B and C. Please do not be hesitant when the modellers arrive. Everybody can receive some benefit. It does not matter what you fly they can help. A program of will be prepared next year so that all Australian modellers can receive a benefit. They will also be at the AFFS and SCC to help. The NSWFFS may need to finance some of the funding until funds are made available through other state association and the MAAA.

We also need to start seriously thinking about the search for a location for a National Field. At last year's National Conference Tahn Stowe presented a paper suggesting that the MAAA needs a home for all disciplines of modelling. The search is on and we may from time to time need some help from other members of our association. We are also required to organise the next MAAA nationals at Christmas 2012/13, so we could have a busy year.

Do not forget the next nationals in WA a few days after the AFFS competition finishes in Narrandera. It gives you three or four days to get there. If you have not travelled to WA before it is a good excuse to see what the state government has done to improve infrastructure.

18 Dec is another special day with the SAMS boys giving us a vintage challenge. Naturally we expect to give them a lesson in flying but we will need to have flyers there on the day, not vintage flyers just the models. We will have a bbq on the day and any other flying will be welcome.

That's about all folks, have a merry Christmas and the usual fantastic New Year. Look after yourselves and enjoy, remember; free flighters keep it up longer.

President
Terry Bond

Another sunny day at Richmond with the usual no wind in any direction. Three contests; Scramble, combined percentage and combined vintage.

Scramble results.

1st	Michael Towell	1155 secs	2 nd	Tahn Stowe	1099 secs
3 rd	Terry Bond	1079 secs	4 th	Roy Summersby	1071 secs

It was only a half hour but felt like two hours. The weather was starting to warm up and there was more than a little bit of sweat. Michael's strategy won the day with a fast climb and slow descent on DT. Tahn's carpet was picking up too many thermals to carry the day and looked like maxing out from time to time. The also rans; Terry and Roy scored well with only 8 seconds separating them.

Combined percentage results.

Equal first with the fly offs to come are Terry Bond and Jim Christie. Terry flew a P30 and Jim a coupe. Regardless of the fly offs Tahn Stowe managed a cool 528 seconds with his F1A to come third with Roy Summersby dropping a round with his Swiss Miss to manage 476 seconds. Roy's model climbed very well and consistently but he picked the downer of the day to record 116 seconds on his last flight. How Tahn missed a full house nobody knows. He has been practising in Europe for the last three months and should have creamed us all!

Combined vintage results.

Two trained killers performed tricks in the event. Roy again picked another downer and managed 494 seconds with his Swiss Miss but still beat the "Jim Christie Bilgri" on 360 seconds. Jim entertained us with two very good maxes but then launched out of trim and put his Bilgri nose first into the hard road surface on full turns. Not pretty but Jim has reconfigured two models recently and now has the opportunity to use some of that balsa he has stored at home.

Gary Pope started to look a bit threatening with his newly completed Zipper. He has recently refurbished this model and it really looked good. He had a few starting troubles trying to start the model with the shut off engaged (no fuel) but it fired up eventually. This previously trimmed model took off like a rocket and did what most rockets do. Nose first into the deck; looks like the pylon became detached on climb and sent the model into to a vertical dive, he also has the opportunity to ullage his balsa stock.

The BBQ

Barry Lee arrived early with the bbq and all hands on deck to watch him assemble the cooker and heat it up. Barry is a real stalwart of this association and these events would not run as successfully without him. Most of the helpers watched from the shade tents as Barry performed his magic. The rest was eat drink and be merry. The girls provided some lewd entertainment, by suggesting some things the boys could do, After a bit of groveling the boys did as they were told, packed up and drove the girls home.

For Sale

F1B, C, J Parts for sale by order

During the next SCC and AFFS we will have two Ukrainian modellers attending our competitions. They are Igor Vivchar (F1B) and Viacheslav Aleksandrov (Slava F1C). They have been sponsored by the MAAA and the NSWFFS to arrive in Australia to teach and assist our team at the next world champs in France in 2013.

Some orders for parts and models have already been sent to these flyers so if you want to order parts or models please advise Terry Bond (karenand007@ozemail.com.au) or Roy Summersby (roydi132@optusnet.com.au) If you already know the phone numbers just call and we will forward the request.

NSW State Champs Narrandera – 29/30 Oct 2011

Normally we would program our champs earlier in the year at Richmond but model performance is getting better and better especially with F1C. I know that F1A and B are also very good performers but Richmond has been getting smaller and smaller each year for these big circling monsters. Whether you like it or not the field at Narrandera is probably the best flying field in the world. Even Lost Hills, as good as it is, pales in comparison to Narrandera.

I arrived on Friday afternoon and dropped some gear at the Camelia motel then to the field with Jim Christie and Roy Summersby. We dropped the shade tents and the 'ELECTRIC' bike. The wind was a bit strong but going in the right direction. The grass looked very healthy and unfortunately quite high. There was a significant amount of fresh cow drops around and they looked like they might stick very well to a boot or shoe. I think Albert Fathers managed to prove that just before departure on Sunday.

Saturday was F1A and C, with Jim Christie as the NSWFFS CD. A special thanks to Jim for coming down and keeping us in line. The weather was really good with consistent wind patterns from the SW. Wind speeds varied from almost zero to 4m/sec depending on the thermal. Phil Mitchell managed to get a full house followed by the rest. The results below;

Phil Mitchell	1260	Malcolm Campbell	1008
Vin Morgan	1249	Albert Fathers	1006
Tahn Stowe	1033	Martin Williams	718

It is interesting to see Malcolm climb the ratings with his new model, smashing Albert by 2 seconds. Do not really know what happened to Tahn with all the practise he has had lately in Europe. Phil kept rolling along with his standard winged models, but it will be interesting to see him fly his new 'Shagalot' wings.

F1C seemed as though the models were on rails; Roy and Terry putting up one max after another. Roy the master, was showing Terry the way with Roy climbing not quite as high. (This could be a slightly biased opinion; like I can pee further than you!) Both maxed out and decided on a seven minute fly off but thought that early Sunday would be better as the wind was gusting fairly solidly. The wind on the Sunday was gusting from 6 to 8m/sec so we declared a draw to be settled later in the war.

Sunday was F1B day but the initial field of seven or so fliers was reduced to a small challenge between Terry and Albert. It was agreed that a three minute flight by each of us launched at the same time would be a bit of fun and would also test our models in turbulent air. Both wound and ready to go, Terry away in a flash with Albert launching off wind and immediately rolled downhill into a tripod. Without the slightest hesitation Albert exclaimed; I only set mine for two minutes anyway!"I cunningly produced my radio DT and DT'd. It was still 500 metres away.

There was still a very competitive AFFS OZ diesel comp running and some Fuller models flying in the gusty conditions but never say die, they flew on and on. The AFFS and Fuller day will be covered by others. It was a good weekend and fun I hope, was had by all.

Reporter
Terry Bond

Wire Bending.

From AL Lidberg aalmps@aol.com

Having to bend some serious 5/32" wire for the Powerhouse landing gear, I asked for advice a week or so ago. Someone sent me the attached excerpt from a Flying Models mag so I thought I'd try this method. It works nicely!

Before you head out to the shop, bear with me for a minute or so - and I'll share some wisdom. You know: that's what we acquire while we learn and make mistakes.

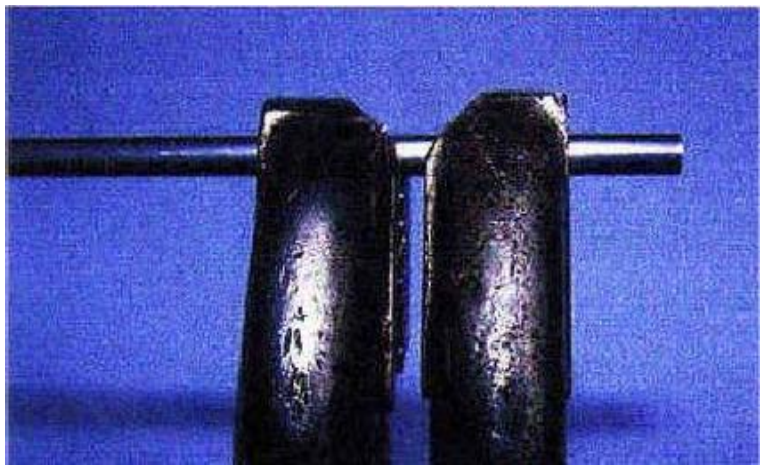
To begin with, I only had one Visegrip and it was an old Sears variation, so went off to Walmart and bought another, the only one they had, in the Stanley brand. I ground the opposite corners from the 2 Visegrips' jaws. With the wire marked for bends, I clamped each Visegrip a bit on each side of a mark. The wire was placed in the first major jaw groove, nearest the open end of the jaws. For bends that must all be in the same 'plane', it is important to remember the up/down angle at which the Visegrips have been placed because each bend will require the same placement. Bending takes place on a plane defined by the major part of the Visegrip handles.

I pulled on the Visegrips and the first thing that happened was that a Visegrip let go! It was the new one and by then, it was obvious what the problem was - this one had curved jaws, such as would be useful for pipe or other round objects, much larger than the wire I wanted to bend. Because the jaws were curved, the first major jaw groove on both the top and bottom had a poor grip on the wire. Because I had ground off the corner of the jaws, I couldn't take the tool back for credit. Determined now to press on with the LG, I got out my little bench vice and tried to bend the 5/32 wire - no joy there as all I could do was to bend it a little as my hands couldn't get enough leverage.

Back on the road to ACE hardware where I found another new Visegrip - the genuine article this time. There was a note saying that they had invented this useful tool in 1924! Ground off the corner from this one and tried again. Now we have something! It does work, and takes surprisingly little hand pressure.

Regarding the 'grind off the corners' exercise: if you want to try bending wire this way, try first without grinding. It might be necessary if one wants a right angle bend, but the Powerhouse bends were all less than 90 deg. The only bends that were difficult were those at the bottom of the rear braces where the parts that join to the main LG were not in the same 'plane' as those of the center portion. It took some visualization to plan the Visegrips' angle for those.

I should point out that even with some space between the pair of Visegrips, there's little space for grabbing the tools so you'll have to get things started with a less-than-perfect grip. Once things start to bend, there's plenty of finger grip room. You may also find that the tools leave some jaw marks on the wire but a little work with a file or Dremel grinder can clean those up. If you start with the no longer common, shiny 'piano' wire, you might not see such marks. Hope you find this useful!



Charlie Reeves demonstrates how to grind off the inner\upper corners of your pair of Vise Grips (above) in order to more easily bend landing gear for any of your model projects. Charlie is now holding the wire and Vise Grips for the initial bend. Charlie is half way through the bending process (below). Less effort is exerted than you might think in this quick and efficient way of moulding your wire to the shapes you desire. Charlie is now finished with the bend and only slight adjustments are needed to conform to the shapes as drawn on the plans (at bottom). Charlie and Allen chose the 5/32" music wire to show that it can be done. 1/8" music wire or a length of lesser diameter is a mere breeze.



Easy 1/8" Wire Bending.

I do not own an anvil or a vise but still need to bend very strong and contrary 1/8" music wire into a shape as drawn on a set of plans. I struggled with this until Charlie Reeves made me aware of an easy method of solving that problem. You need to own two sets of Vise Grips or similar tool.

Charlie taught me to grind off one corner of each of the two tools. You should grind off opposing corners of the lips, and the two corners would be next to each other when both tools are held in parallel to each other. The pictures enclosed probably make a lot more sense as "a picture is worth a thousand words".

Decide where the bend should occur and hold both tools about 3/16" apart. Clamp down on the wire just left and right of the marked bend. The tools and your hands should be parallel to each other, and then simply pull the two tools away from the centre. You will be surprised as to how easy it is to bend the 1/8" music wire into the shape you desire. Fit the bent wire over the form drawn on your plans and begin planning your next bend.

If you have some "inside" bends, like the top portion of a Nobler main landing gear, then you will need to pre-plan those bends prior to going on to the "outside" bends. Not that 1/8" piano wire is inexpensive, but you can afford to make a few mistakes with your first one. If planned correctly, the wire will not have too many squiggles in it. Place the completed wire over the plan again and "tweak" the metal until it conforms to the shapes you need.

I have mistakenly bent 3/16" wire and thought that I had a tough piece of 1/8" music wire. Was I surprised to find out that the wire was larger in diameter than I had planned to bend? But, I bent it with only some difficulty. Enclosed are several shots of the procedure, as Charlie Reeves performs it.

MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.

Newsletter

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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:

MOP006 Appointment & Reappointment of Inspectors. Amended as a consequence of a change of forms MAAA003, 004 & 028, to clarify who has to complete which sections of the form.

MOP058 2.4GHz Equipment. Amended to include 'Thunder Tiger/ACE, IFh ss Frequency Hopping' technology and 3.8 & 3.9 in Requirements.

Congratulations to the Australian F3D Pylon Racing Team



With Team Manager Michael Dallmann at the helm, the Australian F3D Pylon team produced an outstanding performance at the recently held World Championships at Bundaberg, Queensland.
First Place & World Champions: Chris & Kevin Callow.
Second Place: Beau & Barry Murphy.
Fourth Place & Best Junior: Tyler & Warren Mees.
Sixth Place: Leigh Hocken & Frank Casella.
Team Place: Australia FIRST.

The entire team and large support group are to be congratulated for their huge effort.

MAAA Insurance

Question: Can the MAAA office categorically answer as to whether the MAAA insurance would totally cover me if I caused a model aircraft accident under the following circumstances..?

Answer: The short reply is: No, we can't answer the question.

The reason for the seemingly unhelpful answer is that you have asked for a categorical position and unfortunately that is not possible. The liabilities under an insurance contract are legal matters and in the event of any dispute on either coverage, or an attempted recovery of any payout by an insurance company, this would ultimately be determined by a Court of Law. The MAAA is not a qualified legal firm and therefore it cannot provide legal advice. Even if it were, in any court case the final decision depends on the details of the case and any generalised theoretical situation is not likely to totally apply to a specific set of circumstances. That is why Judges are employed and lawyers make a lot of money giving differing advice to their clients depending on which side of the case they represent. In the end, the Judge decides, based on the evidence presented to him.

As an example, under 'Just Culture' which MAAA is committed to, and also to illustrate the problem of stating a categorical position, consider the case of someone flying at a club without being an MAAA Member or properly signing the visitor book. This seemingly obvious situation might have factors that affect how it would be viewed. Assuming that this circumstance was relevant to a particular case, there could be a range of overall reasons leading to it which are not limited to those listed below:

The person presented the club with a forged MAAA Card.

The person was well known at the club as an MAAA Member but his MAAA Membership had lapsed.

The club had a clearly displayed notice on visitor policy and the person ignored it. The person was signed in as a visitor but it was not noticed that it was the fifth time over a number of months.

The person was signed in as a visitor but it was not noticed that it was the fifth time in five days.

The person was not signed in but it was intended to do it when the club member finished another task.

The person was not signed in but the club has a visitor's policy which is normally followed.

The person was not signed in but the club has a visitor's policy which is followed only if a committee member is present.

The person was not signed in but the club has a visitor's policy which is followed occasionally.

The person was not signed in and the club does not have a visitor's policy.

The person was not signed in and the club policy is knowingly to let anyone fly.

The person was not signed in and it is generally known locally, and promoted at Hobby Shops, that anyone can just turn up and fly.

The MAAA would take different stances at points in the above list, ranging from tolerance of human error to full liability and disciplinary action, which is why a definitive single position statement is not possible. Insurance companies might show similar tolerance against their own standards, or they might not. A similar set of arguments could be applied to the parameters in the circumstances of any case that may be asked. In the end, as previously stated, it could end up in court if there was an incident and a Judge would decide on liability and the insurance company would then pick up any insured liability.

This and other questions and answers regarding Insurance are available at the Frequently Asked Questions page on the MAAA website at www.maaa.asn

Incident Reports

The latest Incident Reports relating to finger strikes by propellers indicate that some members may not be aware of the safe way to remove the glow plug driver. Reaching over the propeller from the front of the model is dangerous and should be avoided. Removing the glow driver from behind lowers the risk of propeller strike considerably. Clubs may wish to include this advice on their field safety notices.

MAAA Forms

When needing to download MAAA forms, members are asked to do this directly from the MAAA website www.maaa.asn. It has been found that using Google or other search engines to find a particular form sometimes results in an out of date document being located from a website other than the MAAA site.

65th MAAA Nationals

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

2012 F5D Electric World Championships – Romania

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

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

2012 F1D Indoor Free Flight World Championships – Serbia

The VFFS in conjunction with the MAAA Free Flight Subcommittee now propose to run a single team selection trial for F1D as indicated. Due to time constraints, the

previous proposed team trial had to be abandoned. The event will be held in conjunction with the Victorian State Indoor Championships. New date and times provided for a single event to determine team places are:

Place: Manningham D.I.S.C. Springvale Rd., Donvale, Victoria.

Date: 18 December 2011 Time: 12.30-4.30pm.

World / Continental Championships and Trans Tasman Events Calendar

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

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

MAAA Wings, Badges and Decals.

The MAAA Secretary has a selection of badges and decals for sale.

MAAA Metal Badge 25 X 25mm	\$3-00
Cloth patch 70mm diameter	\$2-00
MAAA Logo Decal Sheet 130 X 240mm (2 large & 2 small logos)	\$3-50
Replacement Gold Wings	\$6-00
Cloth Gold Wings	\$2-50
Replacement Bronze Wings	\$6-00

Please send a Cheque or Money Order for the total amount of your order plus \$2-00 for postage and handling to the MAAA Secretary. EFT is available.

Safety distances are everyone's responsibility.



Greg Fraills Model Box



Ian LeBronnes Model Box





Peter Jacksons other Model Box



John Corbys Model Box



Vale

Frank Barsanti 1933-2011

Frank, a long time modeller departed on 24 Sep this year to the big flying field in the sky. Frank is succeeded by his wife Jessie, children and grand children. Frank was diagnosed with prostate cancer about 15 years ago and probably succumbed to treatment before the disease got him.

Frank was a multi talented operator. He was the treasurer for the NSWFFS for some years, a member of the local wood working group, and amongst other things vice president of the local RSL for six years. Very late in life he even gained his pilot's licence at the Camden airfield.

Frank's building was legendary and his attention to detail was second to none. His Albatross and Taube were both fine examples of his building ability. Unfortunately the Albatross started in 1966, a very long time project, was not completed before he died.

Frank, enjoy your flying in another field and I hope you max nearly every time.

Best Regards from the team at the New South Wales Free flight Society

Donald Arthur Goodwin

Donald Arthur Goodwin passed away on the 12 of October 2011 at the age of 64. His funeral was held at St James Bowraville on the 17 Oct 2011, this was followed by a private cremation.

Don was a valued member of our club and we were sorry to hear of his passing.

Though he was a late comer to model flying he was a keen club member and was becoming a good pilot.

He was always good company with his signature large straw hat and quick wit.

After leaving Archville Eagles Don became the Secretary of the Perry Field Flyers club.

The Sport has lost another respected enthusiast, we miss big hat Don.

Ronald Keith Nyberg 1937-2011

Sadly we report Ron passed away on Wednesday 9th November at the age of 74. Ron had been a member of Southern Cross MAC & UMAC and flew Free Flight, Control Line & Radio Control.

Ron spent most of his working life at Goodyear Tyres at Rosehill. He recently moved from Merrylands down to Windang to enjoy his retirement with wife Marjorie. He continued to fly R/C with Illawarra MAC. Ron enjoyed playing Lawn Bowls in his spare time.

Ron will be sadly missed by the aeromodellers he flew with.

Contest & Fixture Calendar 2012

Date	Event	Venue	Time	C/D
Jan 15	Combined F1G, H & J. HLG/CG	Richmond	7:00am – 1:00pm	Roy Summersby
Jan 20	General Meeting	Harris Park	7:30pm	
Jan 29	Scramble, Combined Vintage, Scale Rally	Richmond	7:00am – 1:00pm	Chris Dudley
Feb 12	State Champs P30+Combined Vintage	Richmond	7:00am – 1:00pm	Gary Pope
Feb 26	State Champs F1G, H & J	Richmond	7:00am – 1:00pm	Terry Bond
Mar 3-4	Hunter Valley Champs	Muswellbrook		
Mar10-12	Victorian State Champs	Springhurst		
Mar 16	General Meeting	Harris Park	7:30 pm	
Mar 18	1 Hour Scramble, Combined Open	Richmond	7:00am – 1:00pm	John Corby
April 2-8th	Southern Cross Cup---AFFS Champs	Narrandera		SCC. T.B.A.
April 12-20	Australian Nationals WA	WA		
April 29	State Champs HLG/CG. Rocket Glider, Plus Combined Vintage	Richmond	7:00am—1:00pm	Jim Christie
May 5- 6	Veterans Gathering	Muswellbrook		
May 13	State Champs Scramble, Combined % , Control Line flying BBQ Lunch	Richmond	7:00am – 1:00pm	Roy Summersby
May 16	General Meeting	Harris Park	7:30 pm	
May 18	P30, Diesel Duration, Combined Open	Richmond	7:00am – 1:00pm	Tahn Stowe
June 9---11	NSW State Champs F1A, B, C	Narrandera	8.00am--3.00pm	
June 17	Combined Vintage, HLG/CG, P30	Richmond	7:00am – 1:00pm	Gary Pope
June 24	Russell Forth Scramble	Illawarra		
July 7& 8	Scale Rally ½ Hour scramble, Fun Flying C/L & FF + BBQ Lunch	Richmond	7:00am	Tahn Stowe
July 20	General Meeting	Harris Park		
July 22	½ Hour Scramble, Combined Open	Richmond	7:00am – 1:00pm	Jim Christie
Aug 12	Combined %, Multiple Entries.	Richmond	7:00am- 1:00pm	Terry Bond
Aug 26	½ Hour Scramble + Vic Smeed Mass Launch. Mentor C/L. Fuller Day Stomper, Zoot Suit & Dixielander	Richmond	7:00am – 1:00pm	Roy Summersby
Sep 9	Scale Rally, P30, Vintage Rubber	Richmond	7:00am – 1:00pm	Chris Dudley
Sep 21	Annual General Meeting	Harris Park	7:30 pm	
Sept 30	F1G, H, J	Richmond	7:00am	Terry Bond
Oct 20 & 21	20 th State Champs Combined Vintage + Fuller Weekend. 21st ½ Hour Scramble, BBQ Lunch	Richmond	7:00am – 1:00pm	John Corby
Nov 11	Combined % Multiple entries	Richmond	7:00am- 1:00pm	Tahn Stowe
Nov 16	General Meeting	Harris Park	7:30 pm	
Nov 18	Mills Trophy Scramble	Illawarra		
Dec 2	Combined F1G, H & J, Combined Vintage	Richmond	7:00am – 1:00pm	Gary Pope
Dec 16	½ Hour Scramble, Combined %, Fun Fly. BBQ Xmas Lunch	Richmond	7:00am – 1:00pm	Terry Bond
Note	All scrambles start as close to	8.00 am as	possible	