

The Free Flighter Journal of the NSWFFS Inc September 2011



Gary Pope's Innovative Tree
Planting

Minutes of General Meeting

15th July 2011

Meeting opened: 7.31 President Terry Bond in the chair

Present

R Summersby, Terry Bond, B Lee, Reg Towell, Tahn Stowe, Jim Mc Fall, Walter Bolliger, Jim Christie, G Mee, N Fraser, Geoff Potter, Jim Mc Fall, Peter Braid, Adam Braid, Phillip Warren

Apologies

Gary Pope, M Towel, Frank Barsanti & B East

Guests

Lyn Towell

Minutes of previous meeting:

Minutes accepted as a true record: Peter Braid, Geoff Mee

Business Arising:

Radios have been bought; Letter sent to radio clubs, Slashing not needed at present,

Correspondence In:

Flypaper, April, May, June, July issues, MAAA correspondence, Tele Conference, 4/5/11 Mop 4/5/11, MAAA agenda 25/3/11

Correspondence Out:

The Free Flighter, July

Treasurer's Report:

May- June, Summary 2011. Tabled after the meeting

Credits		Debits	
Registrations	1005.00	Affiliations	105.00
SCCup	680.00	Shop Goods (RS)	109.40
Comm Bnk Int	1.35	Conference	52.00
		Stationery SCC (RS)	56.25
		Gift Vouchers (RS)	650.00
Total	1686.35	Total	972.65

Hon Treasure Tahn Stowe

New Business:

President Terry spoke on the MAAA conference, Terry also spoke on the invitation of the two Ukraine flyers that we have proposed to bring out to Australia next year. Tahn presented annual report, Proposal for MAAA to own it's own field, and comprehensive report on the very successful scale Trans Tasman / scale rally held on the 2nd & 3rd of July

Meeting closed 8.23 Followed by scale discussion and general talk.

Notice to all Club Secretary's

Club secretary; has Barry Lee your members email address on his machine????? If not, that might be the reason they are not getting to read this newsletter. If your member wants a hard copy once again let Barry know, as good as Barry is he is not a mind reader.

WANTED.

Late '70s early '80s power model boom as supplied by Bill East. It's the reddish brown one that is 1.75 inches diameter on the front tapering to the rear. Aluminium rings are not required.

Please contact Howard Gostelow thegossies@bigpond.com 0421620743

Editorial September 2011

Hello team, another year has really flown by. We are now at that special time where most members duck and weave hoping not to commit to become a member of the executive committee. Nominations have been received for each position so far and the last date for nominations for positions must be forwarded to the secretary by 2 Sep 2011. Please attend the meeting on 16 Sep. Both Roy and Tahn will be absent from the meeting but both have submitted nominations for their existing positions

Last year has been something of a challenge for many of our members; there has been the Max Men comp in the USA, the World Champs in Argentina, various comps around Australia, the MAAA conference and the NSWFFS proposal to find a site for a national flying field. This will give us something to do in 2012.

A special thanks to the existing committee; our secretary Roy Summersby currently one of our most energetic administrators and flyers keeps producing ideas and models to enthuse our membership. He continually produces models of extraordinary quality and his recent movement into 1/8th free flight scale has galvanized the Friday and Sunday crew alike. Tahn Stowe our treasurer continues to produce the best financial statement in town but his idea to locate, purchase and manage a national free flight field will keep us busy well into 2012. A special thanks to Elizabeth for assisting Tahn with the records.

Barry Lee our registrar, second to none in the handling of queries and the management of registrations each year, the electronic distribution of our magazine and the defusing of the many little problems which can arise. Barry is also covering the treasurer's position while Tahn is in Europe. Jim Christie our vice president who with his superior management skills keeps me and other member of the committee in line. A special thanks to Jim for his "CDing" during the year and the next contest in Oct and Gary Pope our public officer for his checks to our financial system and his inspirational spread sheets.

Our other committee members, Safety officer, Michael Towell, committee member Peter Braid
Thanks for the work you have done during the year..

The Trans Tasman scale comp at Richmond was a huge success in July and the scale rally will be held again in 2012. Photos of many models taken by Glen Crouch were distributed by Roy Summersby with a record of attendance for those who had flown models on the day. Jim Christie was chief judge and had a very difficult job. An extra special thanks to Jim, Geoff Potter, Reg Towell and Terry Isted for their judging on the weekend.

President NSWFFS
Terry Bond

Shop News.

We have a special; Caster oil, \$10 per litre in your container available on request through Roy. Other items include, Nitro 22.50 per litre, Salsa tissue a must for the budding scale builder, Esaki light tissue available in various colours and timers \$75 (Hard to get)

AFFS/Southern Cross Cup Update.

The proposed program is as follows;

Monday 2 Apr 2012		SCC F1B, O/P
Tuesday 3 Apr 2012		SCC F1A, F1C, O/R
Wednesday 4 Apr 2012		SCC Fly-offs AFFS Scale, O/R, O/P, HLG/CLG,
Wednesday 4 Apr 2012		AFFS AGM RSL
Thursday 5 Apr 2012		AFFS G, H, J,
Friday 6 Apr 2012	Good Friday	AFFS F1B, Combined Vintage
Saturday 7 Apr 2012		AFFS F1A, F1C
Sunday 8 Apr 2012	Easter Sunday	AFFS Scramble, P30, OD, Dinner
Monday 9 Apr 2012	Easter Monday	Home

No rest day this time, but we have eased the program to cover that day without any F1 events. The AFFS committee would appreciate feedback.

NSWFFS State Champs

Do not forget; we will be holding our F1A, B, C, Champs at Narrandera on 29/30 Oct 2011. This will be held in conjunction with the AFFS F1A, C comp which was postponed due to poor weather last June. Jim Christie has volunteered to CD the NSWFFS event.

Gossip from our Ambassador overseas

This is jargonese via an ipad that some can understand, newspeak actually! Tahn is describing a free flight event, enjoy!

Thank u TB. They fly 6 flights over 2 days in between the ABC which r 14 flights over 3 days. Yeah it is France and they like 2 b different. I was the only 1 clean after 6 so no fly off. Not so good in F1a I quit after 2 days and 11 rounds. May have been ambitious flying 2 classes start time 6.45 thru 9 for 3 flights in A Then 3 in J til 1600 then another 4 flights in A from 1830 thru 2130. We are now in Pas de Jeu flying in the Poitou comp 2 day is B and C 2mro is glider. We flew in the Moncontour mini comp yesterday 5 to 11 mtrs per sec. I Quit after dropping the 3rd rolling left bunting inverted stall with recovery at 15 mtrs for 74 seconds. Models were being flipped on the ground and my venturi was full of dirt on 2 occasions. I do not think my Cyclon will do 30k now! Say hello 2 the Friday crew regards TS

Gary Pope is a new member to the F1C tree club! The model has since been repaired but with a fair bit of argy bargy about which lines to connect first. We shall see if he has learnt his lesson.

Peter Jackson, nee Wacko, has been a fairly regular attendee on Fridays bringing high words of praise to other members of the crew about the models they fly. Of course the abominations he flies are always ok.

Michael Towell has been seen recently with a scramble models, I wonder if he can run after it! Pity about the short legs Michael.

Rumour; It has been heard that the man with the most balsa has not been building fast enough! Could it be the reason why Roy is building a 1/8th scale Russian Ilyushin 2 Sturmovik? Span 1.8m!

Vintage Challenge

SAMS through Peter Scott, have challenged the mighty NSWFFS to a combined vintage competition on one of our flying days a Richmond. The challenge is accepted! The date is set for 18 Dec 2011 which is our Christmas BBQ lunch day. SAMS are quite serious about this comp and would like multiple entries.

This means you can fly more than one model, after you have done your 3 maxes with the Stomper then you can move onto something else, a Gollywock perhaps.

SAMS think that they will give us the hiding from hell, but we know better. Bring everything you have, fly and enjoy. If this one is successful then it could become an annual event; that is if we do not upset them too much.

Contest Report – 1/2 Hr Scramble and Combined Open – 24 July 2011

Despite over a week of rain in the Sydney basin, a useful rollup of entrants took to the air in calm and sunny mid winter weather. Initially temperatures were quite cool, but not too cold. The drift was almost non existent. The early-arrivers established the flight line well inside the field at our now 'normal' position. We were blanketed by a fog that caused a delay in proceedings. Our list of convivial attendees included;

Roy Summersby	Dixielander with 1.5cc Oliver Tiger Cub and Big Brit with MVVS 1.5cc
Terry Bond	Mills powered Scramble Model and Dixielander with a pressure fed Gold head Taipan
Wally Bolliger	Mills powered scramble model (Cardinal?) and Scale model
Gary Pope	Kerswap powered by a replica Elfin 1.8
Jim Christie	Open rubber Models
Peter Jackson	Scaled Down Tomboy with Schlosser 0.25 cc 'slimer'
Ian Lebronne	Foam Mosquito with electric power, Cardinal with small diesel power, various foamies with Cox, Co2 and electric power.
Les Spaltman	small sport model with equally small power plant plus two well behaved young children

Scramble

When the fog had cleared by approximately 8.05, competition flying commenced with the ½ hour scramble. Thankfully there was not a great deal of huffing & puffing as the drift was almost non existent. The rankings and scores after a relatively calm ½ hour of scrambling were;

Terry Bond	1,302
Walter Bolliger	960

Combined Open

Shortly after the Scramble concluded Jim, Roy & Gary got stuck into some serious Combined Open flying. Well, Jim & Roy got stuck in as they brought the correct models to the field. Gary had not noticed that the word 'combined' was not in the contest title. As a result he brought a Vintage power model that couldn't get a max on a 10 second engine run. He persisted nonetheless.

Jim didn't muck about, putting about 1,000 turns on for his first flight. The DT was a bit slow & he remained aloft for over 6 minutes. The gauntlet had definitely been thrown down! Roy followed with a comfortable max, but his Dixie' didn't look like getting a 6 minute flight. Jim & Roy exchanged 2 more maxes. Gary plugged away for 3 gallant but out-classed sub max flights.

The rankings and scores after 3 flights was as follows ;

Jim Christie 540

Roy Summersby 540

Gary Pope 334

In the fly-off Jim continued his run of longish flights and scored 295 for first place. Roy managed to find some dud air and scored 153 but had the consolation of getting 2nd place. Thus endeth the combined open contest.

Errata

The flying did not stop there!

Wally Bolliger had some trimming flights with his scale model. Peter 'Action' Jackson had altered the trim on his Tomboy & put up some flights in the pursuit of a nicer flight pattern. Ian Le Bronne cast all manner of flying objects into the sky. I'm pleased to say that all of them flew. His little DH Mosquito twin really does go very nicely. Les Spaltman had lots of fun with a tiny cabin model. Terry Bond had lots of fun finding a good tune on his Gold Head powered Dixie. A couple of trimming flights were had without any terminal damage. The model shows promise. Roy had some fun with his Big Brit. The MVVS motor in the Big Brit is still a bit new and the run-in tune has yet to arrive. I'm sure that is not far away.

General

A pleasant day was had by all. Only small damage was done. Some keen contest flying took place with Terry Bond and Jim Christie scooping the pool with excellent models & skilful flying. Thanks too all for being such good sports and such good company.

Contest Report 14 Aug 2011

Only three flyers attended, Terry Bond, Gary Pope, and Jim Christie. The weather report was seriously suspect. The wind arrived shortly after the flyers and tea and coffee with World champs adventures discussed. A great morning of modelers favorite stuff; avachat!



Subject: Motor homes on FF fields.

Hi,

We have left France and are heading to Italy. I dropped 7seconds in the first round at Poitou (short Yabo) duh should have flown the long, to record 3.23 and was in 13th after they shortened the rain soaked comp to 5 rounds with no lunch break. I dorked the launch in the resumed 6th to record 153 in flat drizzling calm and finished with a scraped in 180in the last to finish 23rd out

of 70. Not that unhappy with 1256 out of 1290, but could have done better.

Maarten van Dijk was the eventual winner with 367 in the second fly-off with Allard van Walene a disappointed 4th with 298 in the 5 minute round. F1J was a bit of a disaster with my third flight left and on it's back at shutoff with stall and pull out at about 20mtrs to record 74 seconds (my first sub max with this model) and an engine full of dirt. The strip down and wash out meant I missed the next round in increasing wind so I quit.

Perhaps when we have our National site with camping facilities we will solve the on field RV situation. I am keen to go looking when we return, however all research assistance would be appreciated.
Ciao

L and T



Contest Report 28 Aug 2011 – By Terry Bond

This day was thought to be a fizzer. Most of our usual attendees had opted to attend the Oily Hand Day in Cowra. The scramble was certainly a surprise! I will give you the results first then a description of the day.

Phil Mitchell	1415 seconds, 1 st	Bruce Hoffmann	869 seconds 4th
Michael Towell	1044 seconds, 2 nd	Dave Hegarty	793 seconds 5th
Terry Bond	1041 seconds 3 rd	Roy Summersby	403 seconds 6 th

It took a short while to see what Phil Mitchell was up to; he continued to run and return to the line while Noelene timed for him. It became obvious that he trying to break the record of 3030 seconds achieved in June 1997 by Terry Bond. The weather was sensational, no drift and his model perfectly trimmed. He had two long runs over the Ganges which put him out of the game. He recorded 2906 seconds for a personal best and possibly the best score since 1997.

Michael has only recently returned to the real world and his performance was really spectacular since his layoff many years ago. Michael's model will, with a bit more trimming be a difficult model to beat; I hope Michael will last the distance.

No comment on my performance but Roy had an interesting time. His Tomboy had a mind of its own and at the same time Roy had a timer glitch in his head. His model flew straight towards the lagoon on the other side of the polo fields and landed just on the bank of the lagoon. It took him the rest of the scramble to find it.

Bruce looked like a bandaged bear with both knees strapped with some sort of magic tape which gave him an excuse not to run. Big bad Dave a veteran of many scrambles was there as well and put up a really good score especially when he has difficulty seeing his model after launch.

The entry of six masochists to the scramble line was more than we expected and a good time was had by all. Next was the usual cup of tea and the hope of a lie down. No luck, with the Tomboy mass launch next. New on the scene was a chap called Greg Frail (not sure of the spelling) who presented with a Tomboy with his own home made motor. The model/motor combination was incredibly good and his one cc motor a picture. He soon found out that a 7x4 zinger prop could damage skin and a few sprinkles of blood made the model look a bit more realistic. Greg flew the model for the first time and with a few simple trim adjustments he had the model on its way.

Another visitor to the field (sorry cannot remember his name) dropped off four boxes of model magazines which Michael took to the RC field at Pitt Town. Our generous visitor also suggested he dust off some of his old models and come to the field on a flying day. He appeared to be about the same age as the rest of us so it will be good to see another junior on the paddock.

The Tomboy mass launch was fun and four models went into the air at the same time. I thought Greg's model looked the best with his home built motor and longer wing. Roy had two models with me at one launch and he at the other. Steve Rothwell of 'Rothwell Engines' was there as well but I did not get a good look at his model/motor combination. A few more launches followed and more fun.

Vintage was next but only two flew. Roy with a Rothwell 1.5cc engine in a light Dixielander and Terry with an Elfin 1.5cc powered Stomper. Most of us ran out of steam about then but John Corby and grandson Harrison arrived to fly some rubber models. Harrison was given the key to the castle and managed to start and fly a Tomboy, two chuck gliders and two Gollywocks. I wonder sometimes who has the most fun.

Interesting Information; Maynard Hill 1926-2011

Maynard Hill was the first man to guide an RC balsa and Mylar aeroplane across the Atlantic Ocean. Maynard was described as a Lindbergh in miniature. He was a model enthusiast from the age of nine and achieved many records for speed, duration and altitude during his lifetime. For further information check www.smh.com.au and enter Maynard Hill in the search program.

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[Interesting Information;](#) [Maynard Hill 1926-2011](#)



Harrison, John Corby, Roy Summersby & Reg Towell

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Cowra MAC Oily Hand Day – 26-28 Aug 2011.

Report by Peter Jackson



Brian Allcock

I arrived at the Milroy Field mid afternoon on Friday hoping to trim a couple of new models, only to be confronted by about 30 cars and their occupant modelers. There were blokes flying free flight, control line and the dark side (wireless control) the weather was near perfect just very light breeze blowing towards the knee high wheat crop.

As the years fly by the oily hand day is attracting more real aero modellers, you know who I am speaking about, the blokes who build stick and tissue models powered by Slime-ers (IC motors) not that foam rubbish powered by soulless electric motors. I have spoken to various dark side modellers (radio flyers) who have found it quite astounding that people can fly models without radio interference. Perhaps some of these radio flyers could find the time to attend the meet

and learn about the true origins of aero modelling.

I see the same bunch of dedicated modellers every year plus new attendees from the dark side. I must mention the most senior active outdoor free flight modeller in Australia if not the world was present; Brian Alcock. All ninety years young, doing his thing and starting his IC free flight models, chasing and retrieving them.

Thanks must go to Andy and Ian for putting this show on each year. I always look forward to enjoying the camaraderie of the modellers who attend. The exchange of ideas and advice is great. To all modellers who have not visited Cowra MAC you should go next year. The oily hand day will be held on the last weekend in August 2012, and every year thereafter. The last 2 years have provided fantastic weather with no wind.



Some of Peters models

Peter Jackson
Dedicated Scale aficionado and Slime-er specialist.

Photos by Craig Thornton.

Contest & Fixture Calendar 2011

Sep 16	Annual General Meeting	Harris Park	7:30 pm	
Oct 1-2	George Fuller Weekend	Springhurst		Roy Summersby
Oct 23	Combined %, Combined Vintage, ½ Hour Scramble, BBQ Lunch	Richmond	7:00am – 1:00pm	John Corby
Oct 29-30	State Champs A. B. C	Narrandera	or Lake George	T.B.A
Nov 13	Combined %			Tahn Stowe
Nov 18	General Meeting	Harris Park	7:30 pm	
Nov 20	Mills Trophy Scramble	Illawarra		
Dec 4	Combined F1G, H & J, Com- bined Vintage	Richmond	7:00am – 1:00pm	Gary Pope
Dec 18	½ Hour Scramble, Combined %, Fun Fly. BBQ Xmas Lunch	Richmond	7:00am – 1:00pm	Terry Bond

For more information ring Roy Summersby on 0243410072 or 0413588720 or Barry Lee on 0296027419 or 0402329078 or Terry Bond on 0417027579

NSWFFS SHOP GOODS

IN STOCK AT THIS TIME WE HAVE THE FOLLOWING

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

Esaki light tissue	\$2.00
Polyspan	\$5.00 meter
1/4 " Rubber (Box)	\$44.00
0.002 Carbon fibre	\$26.00
Mitre Fix cyano & kicker	\$20.00
Clear Mylar (roll)	\$10.00
Aluminised Mylar	\$1.00 meter
5m Telescopic streamer pole	\$30.00
Rubber Lube 100ml	\$4.00
Nitro 1 Litre	\$22.50
91/2" Peck polymer P30 props	\$6.00
3/64 prop shafts	.65
3/64 Nylon bearings	.65
Teflon washers 1/8 X 0.032" hole	.45
Brass washers 1/8 X 0.050" hole	.45
P30 front end kit	\$7.20
Dyna Grip Contact glue 50ml	\$2.00
F1J Timers, suit most power models	\$75.00

These timers have been checked and modified

by Jon Fletcher to eliminate skewing of the main spring

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 new and amended documents in the Manual of Procedures:

MOP011 – Allocation of MAAA Funds Policy and Procedure. Amended to include and highlight restrictions which may be imposed by Municipal Councils and/or relevant authorities. Such restrictions will potentially impact land purchase considerations.

MOP024 International Teams procedure. Amended to alter the \$ amount for the entry fee from \$1,000.00 to \$1,500.00 as approved by the 2011 MAAA Council.

MOP025 Pulse Jet Rules. The Pulse Jet Rules 3.2.1 has additional wording to clarify the difference between operations at organised events and general flying.

MOP028 Disciplining of Affiliate Members. Additional clauses now added to remove any possible ambiguity in the current MOP. This was a consequence of discussion with MAS NSW Council Delegates.

MOP058 2.4GHz Equipment. Acceptance of JR DMSS technology. Additional amendments provide guidance on antenna orientation.

MOP063 Dogs at Flying Fields Policy. This policy was produced in response to safety concerns at flying fields involving unrestrained dogs.

MAAA Insurance Excess

The excess on any one Public Liability claim is \$5,000 but this is normally subsidised by the MAAA. In the past members have only been required to pay the first \$250 of any claim resulting from a model aircraft or rocketry incident.

In reviewing the current excess at the 2011 Council Conference, delegates agreed that this did not match present day expectations nor provide sufficient deterrent, and an increase to \$500.00 was accepted. It was also reiterated that Clubs have the ability to contribute to the excess in consideration of individual circumstances, for example juniors. They should also consider indemnifying their Club Flight Instructors against the excess if they have an accident with a student's aircraft. Without this, an Instructor might have reservations in taking over control to try to save a crashing aircraft.

MAAA Just Culture

One of the key elements of any safety management system is the culture which exists around the system. This includes what action is taken against anyone who fails to comply with the requirements, as well as those who report their own, or others safety violations. Without this feedback, systemic and other problems may not be identified before they have lead to a major incident which could have been avoided if they had been addressed earlier. We all are aware that it is difficult to get people to report on issues and then when they do, the question arises - what do you do with a report if the person involved has breached a rule or conducted an unlawful act? How do you be fair and just without shutting down your reporting culture?

In the field of aviation safety oversight, there is a discipline called 'Just Culture'. A just culture is the set of values, beliefs and systems that creates an environment where individuals are generally not punished for human error (mistakes), but rather in cases of a wilful violation.

The MAAA is committed to a 'Just Culture' as currently used in airspace regulation and enforcement throughout the world, including by CASA. It is however, worth pointing out that in adopting a 'Just Culture', that does not mean that other organisations including CASA, Insurance Companies or the Courts will reach exactly the same conclusion as the MAAA would do internally, or form the identical balanced judgements as a result of any specific occurrence.

Frequently Asked Questions

The Frequently Asked Questions page is now broken up into three sections, one for general questions the second relating to questions and answers regarding 2.4GHz equipment and the third dealing with Insurance. The intention of the FAQ page is to provide members and prospective members with easy access to typical, everyday information, which may or may not be contained within the MOPs.

Flying Instructor Conference

It was agreed at the Council Conference that the Senior Flying Instructors from each State Association should hold a one-off Conference. This will allow the Flight Training Subcommittee to deal with current items before them and look at new ideas in order to provide a guide to future flight training for MAAA.

The Conference has been arranged for 22-23 October 2011 in the Hinkler Conference Centre, within The Quality Hotel Airport International, 528 Kingsford Smith Drive Hamilton QLD 4007.

It is scheduled for the Conference to commence at 9:00am Saturday and conclude at 4:30pm on Sunday.

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.

Australian War Memorial - Big Things In Store

For just five hours each year the Australian War Memorial opens the doors of its Technology Centre. This is where the Memorial stores and restores planes, vehicles and equipment used by Australians in over a century of conflict.

Big Things In Store is massive and a rare chance to explore, discover and wander among row after row of vehicles, tanks, trucks, guns and other very big things.

See <http://www.flickr.com/photos/australianwarmemorial/5813290643/> for an overview of what's involved.

This year's highlights include a Sabre Jet Fighter from the Cold War era and a Hudson Lockheed Bomber, currently being restored and ranked among Australia's most complex aviation rebuilds.

'Big Things In Store' is a great day out for family and friends and this year there is a special kids program.

Big Things In Store

Treloar Conservation and Storage Annex Callan Street Mitchell ACT

Sunday 18 September 2011 10:00 am to 3:00 pm

Entry by gold coin donation. Barbeque lunch and refreshments available for purchase. No large bags, tripods or monopods. Closed flat footwear is recommended.

2012 F4C Scale World Championships

The Chairman of the Scale Subcommittee has advised of team trials for the 2012 F4C World Championships to be held in Spain. The event will be run at the Valley Radio Flyers field at Shepparton on 19 September by VFSAA. The cut-off date for entries will be Friday 2 September. There will be a \$150.00 non refundable entry fee. Contact details: Keith Schneider kjschneider@optusnet.com.au

2012 F5B Electric World Championships – Romania

The 2012 F5B Team selection trial will held at the Picton field on Oct 22-23 2011. The event will be run by Richard Solomon. Richard has requested that those who intend to fly at the trial notify him no less than 1 month before the event so he can organise any facilities that may be required (02 4683 1426). No entry fee is required.

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.

2012 F2 Control Line World Championships Team Trials

Multi team trials for F2A, C and D will be held in five States from March to October 2011.

Remaining Events for Team Trials.

F2A and F2C. 1, 2 and 3 October (long weekend) at Twin Cities, Albury.

World / Continental Championships and Trans Tasman Events Calendar

2011	
EVENT	Awarded to
F3B	China – Lake Xueye, Laiwu Dates: 21 – 29 September
F3C	Italy - Cascina Bianca, Calcinatello Dates: 18 – 28 August
F3D	Australia – Bundaberg Dates: 12-14 August

2012	
EVENT	Awarded to
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

Does your fail safe 'FAIL SAFE'?