

The Free Flighter

Journal of the NSWFFS Inc

September 2012



Tahns Hurricane
Shortly before take off at Richmond

Minutes of General Meeting

20th July 2012

Meeting opened: 7.35 President Terry Bond in the chair

Present

R Summersby, Terry Bond, Barry Lee, Tahn Stowe, Jim Mc Fall,
Reg Towel, Geoff Mee, Wally Bolliger, Gary Pope, Phil Warren

Apologies

Guests

Minutes of previous meeting:

Minutes accepted as a true record: Moved, Wally Bolliger 2nd Phil Warren

Business Arising:

Visitors have been invited next year, F1A & F1B flyers monies kept over for this. States have been notified.

Correspondence In:

Flypaper, Airflow,

Correspondence Out:

The Free Flighter July, Nat's program,

Treasurer's Report:

May-June 2012. Tabled at the meeting

Credits		Debits	
		Affiliations	1620.00
Sponsorship (MAAA Nat's	3666.00	SCC (water, chocolate) TS	30.93
		National Centre submission	250.70
		Scale Rally Dinner deposit	500.00
St George saver A/C	29.61	MAAA Conference expenses RS	451.23
Comm Bnk Int	.06	Floral Tribute TB	100.00
		FAI Fuel (state champs)	60.00
		Contribution M Close (MAS)	78.00
		Trailer Repairs TB	60.00
		State Champs printing Scale	
		Rally soup etc TS	97.00
Total	3695.57	Total	3247.86

St George Term Investment Matures 6/9/2012

Hon Treasure Tahn Stowe's treasures report is accepted Gary Pope, 2nd Jim McFall

New Business:

Report on National field (Tahn). Nationals update (program) indoor hall to be investigated (Tahn). Draft calendar for 2013 (Roy) Rules change for open MAAA events meeting voted on going back to five flights (Roy to notify Graham Maynard) The passing of Denis Parker and Hans Seelig announced. Discussion on a list of plans could be useful (Roy to start)

Meeting closed 8.35pm

Notice

Meeting This Friday 21 September

This is our Annual General Meeting and as normal will be at the Air League Hall in Harris Park starting at 7.30pm.

Editorial September 2012

Hi team, another year has rolled by without most of us noticing. Our courageous committee has been hard at it over the past year and they are to be commended for the work that they do. The bi-monthly magazine, the Free Flighter is not easy to produce on a regular basis and work on its printing, publication and distribution is always an effort. In fact all of the work done by our committee is above and beyond the call of duty. Thanks to our secretary, treasurer, registrar, public officer, vice president and members for the work they do for the members of our society.

The last Free Flighter called for nominations for the next committee and at this stage the existing committee looks like occupying the same chairs again. The AGM will be held on schedule even though the secretary, the public officer and the president will be absent.

Our land acquisition program is on track and we have advertised in the Land paper. The advertisement will be available for members to view at the meeting. We have received a number of calls from interested land owners and council officers who want to point us in the right direction. Tahn will give a brief on the acquisition program at the meeting and the results so far.

Please do not forget the Nationals. They will be held on the Widgiewa property out of Narrandera. An entry form is attached for your information. Also bear in mind that unless there is a fly off none of the contests will exceed five rounds. The temperatures in the area will most likely be quite high and we hope to be off the field by midday at worst. This will give attendees the opportunity to visit local tourist attractions, lounge by the pool or have a quiet ale at the local.

Some time ago Graham Maynard wrote an article about heat stress. This article has been reproduced and is attached to this Free Flighter courtesy of Graham and should receive some attention before the Nationals in Jan 2013

As usual Friday flying at Richmond has been successful and it is not unusual to see more than eight cars on the field with flyers tossing all sorts of models into the air. Even when the wind is roaring across the paddock the stalwarts are still there swapping tall stories but true.

So far Roy Summersby, Gary Pope, Phil Mitchell and I will be going to France for the 2013 World Champs. Qualifying for selection is still underway and is a nail biting affair for some of the triers. More to follow in this little contest.

October 20/21 is another big weekend on our calendar. This is our state champs combined vintage and half hour scramble contests. The George Fuller contest will run over the two days. Flights can be timed either Saturday or Sunday. Sunday will be a byo barbeque lunch.

2012 has been a busy year and next year will probably be busier, no rest for the wicked. Keep flying team and upscale your attitude.

Regards
Terry Bond
President NSWFFS

George Fuller Weekend Oct 20/21

For those that haven't been to one of these weekends here are the rules

The model must look a bit like a Dixielander, Stomper or Zoot Suit.

10 sec engine run (give or take a bit) 3 minute max unless the CD thinks other wise then it will be shortened. You make ten flights in total, these can be made on either or both days, you fly anytime you want to after 7.00am Saturday, till 12.00 Sunday. Please no obvious cheating as the prizes are huge.

One more thing, please don't forget the B-B-Q on Sunday for the social and prize giving.

Heat Stress and Aeromodelling

By Dr. Graham Maynard ACT Aeromodellers Association

When one hears of heat related illness such as heat stroke, one thinks of marathon runners, soldiers in the tropics or a person performing a similar strenuous activity. Few probably associate it with aeromodelling, however consider our sport, especially at competitions, where the activity may take place all day long in the hot sun and, in the case of free fliers, involve the physical activity of cross country chasing.

Heat illness

What are these heat illnesses, what causes them and how can they be prevented?

In this paper I will exclude those conditions we are most familiar with. They are the acute effects of sunlight radiation, including sunburn and the long term effects of skin ageing, skin cancers which may be fatal, and eye disease. I would urge you to be faithful followers of the advice given in the Slip, Slop, Slap campaign and in addition, wear good sunglasses when out in the sun.

The heat illnesses that I am referring to are those that include names such as heat syncope, heat stress and heat stroke. At best they cause inconvenience, at worst they can cause death.

Background

The body is a complex biochemical organism and to operate efficiently it maintains the body temperature within a very narrow physiological range around 37°C. How many of you as a child wanted to see your temperature go up a couple of degrees so that your mother would let you have a day off school. The most common cause of this rise in body temperature was an infection of some type.

In the normal uninfected person the body maintains a fairly constant temperature in spite of levels of activity and environmental conditions such as radiant heat, air temperature and humidity. It can do this by heat losses through radiation, conduction and convection and evaporation of perspiration. As heat is a by-product of the metabolism of food which supplies energy for activity, internal heat generation can be reduced by reducing activity. Of course the situation is complicated when the activity such as flying the model and chasing it must be performed at a set time, the air temperature is above body temperature, the humidity is high and there is no breeze. We may now have a problem, the result of which may be the aforementioned heat illnesses.

Symptoms and Signs of Heat Illness

A. Heat syncope or heat stress

Generally the first signs of trouble will be onset of giddiness, light-headedness, fainting, leg cramps, possible stomach discomfort and blurred vision. The skin may be cold and clammy and there may be excessive sweating. At this stage the condition may be called heat syncope or heat stress.

B. Heat Stroke

If the situation is not recognised and treated, it may progress to heat stroke, a condition which indicates the breakdown of the body's thermal regulatory system. It is characterised by convulsions, muscle twitching, delirium and disorientation. The

skin is hot and dry and body temperature about 41°C. This is a medical emergency as people with heat stroke may die.

Treatment

A. Heat syncope, heat stress

The less severe form of heat illness are often brought about by dehydration and loss of body electrolytes, mainly salt through perspiration. Treatment is to rest in the shade and drink water or soft drink to which has been added some salt or electrolyte powder such as Staminade. **DO NOT TAKE SALT TABLETS** as they may cause problems of their own.

B. Heat stroke

As said earlier heat stroke is a medical emergency and the aim of treatment is to cool the body as quickly as possible. One does not do what seems the obvious, i.e. place the person in an ice cold bath. This constricts the blood vessels in and below the skin and prevents them bringing the body heat to the surface from where it can be removed. The best method is to strip the affected person and place in a string hammock, if available, and sponge them with tepid water. Fan them gently. If available, wrap ice in towels and place over both groins and in both armpits. Cooling the blood in the large arteries below these spots helps to quickly cool the body. The patient should be removed to hospital as soon as possible.

Prevention

1. The first thing would be not to hold major competitions in the middle of summer but the Nationals in summer is a fact of life.
2. Physical fitness seems to have some protective effect.
3. If possible, acclimatise. Reasonable acclimatisation can be achieved over a week or ten days by undertaking some daily activity, strenuous enough to make you perspire, building up from an hour or so to several hours per day. To be effective, this needs to be done in a hot environment before arriving at the competition. Acclimatisation allows the body to adjust by making the sweat glands more efficient in sweat production and salt conservation. The sweat becomes more profuse but contains less salt.
4. Drink regular amounts of fluid during the competition. Do not use thirst as a guide as it is unreliable. It is much safer to use the clock as a regular guide for fluid intake. Drinks made up with electrolyte powder are suitable. If water only is drunk, in extreme cases salt depletion will result in cramps, especially in the legs.
5. Do not consume alcohol as it acts as a diuretic and makes dehydration worse.
6. **DO NOT TAKE SALT TABLETS**, they may cause problems in the stomach.
7. Wear clothing which is loose and open weave and allows moisture to evaporate. Cotton clothes are very suitable.
8. Wear a broad brimmed hat when in the open and rest in the shade as much as possible. Erect a tent fly or large umbrella.

Aeromodelling in hot weather is not dangerous is approached sensibly and a few simple guidelines are followed. However, be on the lookout for heat induced illnesses in fellow modellers under very hot conditions, and be ready to react with first aid. Time may be of the essence.

Quiet Flights over Land

All about RC Airships



AEROSTATS are lighter than air models. We have two main types of aerostats: Hot air balloons and Airships. Airships obtain their sustentation from gas (or from hot air), have propulsion units and can be directed.

Next, we have three types of airships:

1. **Blimps have an inflatable envelope and their shape is obtain by the pressure of the gas inside the envelope. Blimps are the most common airship models and the easiest to build**
2. **Hot air airships obtain their lift from hot air produced in an inflatable envelope**
3. **Rigid airships have a covered rigid structure and contain inflatable gas balloons.**

A short history

On September 1852, near PARIS (France), Henri GIFFARD was the first to build and fly a navigable airship (44 m long, 2500 m³, 3 hp). On July 1900, the first rigid airship performed an 18 minutes flight over the lake of CONSTANZ (Germany). It was the first ZEPPELIN. On 1901, SANTOS DUMONT performed a flight to the Tour EIFFEL in PARIS. Many

rigid airships were built during the first World War and some went over LONDON for bombing. The first blimps were flown in 1915 by the Royal Navy in UK. This also explains why airships were part of the navy forces in several countries. Who knows that the first transatlantic flight was performed in 1919 (8 years before LINDBERG) from Scotland

to New York. The HINDENBURG disaster (LAKEHURST, USA, May 1937) ended the commercial use of airships and the use of hydrogen. Since many years, USA used Helium, a non flammable gas but it was classified as strategic and therefore not provided to Germany.



Many blimps were produced in USA for military or commercial purposes (Goodyear blimps as an example).

Building RC model airships is not easy

While several years ago building radio controlled airship models was a real challenge, technological evolution opened a wide field of possibilities, even to aero-modeling new comers. The first RC airships were built for commercial purposes (aerial photography, advertising) and were costly. But you know how modelers are inventive. Nevertheless, building an airship is not so easy: the envelope must keep the helium inside for a long time as this gas is really costly.

Scale USS Macon by J. Clemens (rigid RC airship)





RC scale gas airship (blimp)

So, specific material must be used (mylar®, neoprene, nylon®...), cut in gores and pieces to then be fitted and obtain the nice "cigar" shape you know. Modelers are not fluent with laser or ultrasound gluing and use more simple processes. Add a specific unit to fill the airship with helium, a gondola which contains the batteries, the reception and the propulsion units, rear control surfaces. Optionally add a rear propulsion unit and you are ready to go. Oops! I forgot the photo/video equipment!

Not able to build your airship? Many commercial sites will answer your need either sole envelopes or full equipments. Just search "RC airships" on the net. You will get hundreds of proposals... fitting all budgets.

Don't be afraid of the size

One cubic meter of helium provides only one kilogram buoyancy (envelope plus inboard equipments). Indoor airships are small ($1 - 2 \text{ m}^3 = 2 - 3 \text{ m}$ long and 1 m diameter) where as outdoor airships can be much larger (20 m^3 and over). As helium is an expensive gas, you will look at buying a large specific trailer to transport your large airship from one site to another. This explains why most of the RC airships are indoor sized. You can imagine the impact of your airship with a so slow flying model which goes over

people silently and with no risk at all for the public. But take care not to lose control and to let the airship escape high, too high, in the sky. You can also imagine the wonderful pictures or videos you can get back after a quiet flight over land.



RC indoor airship and equipment



But as soon as you meet other modelers, you want to compare the quality of your airship and your skills too. Meetings and competitions are the next step.

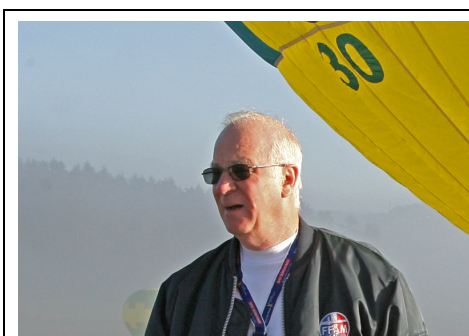
RC airship regatta

The first meetings were implemented in 2000. RC Airship Regatta are now conducted in several countries: Germany, USA are leading the activity but meetings are also implemented in most of the continents: Europe, Asia, South America.

The number of commercial companies who sell RC airships and the huge number of websites/forums are clear signs of the popularity of this activity.



Just as an example are the Germany activities where RC Airship Regatta are conducted since 2004, in scope of the annually DGLR "Aircraft Lighter Than Air" Symposia. The basic idea was to facilitate the evaluation of concept design ideas in a competitive but low cost and fun environment. Soon, Berlin Aeronautical Students adopted the idea, carrying out such regatta in scope of the annual "Berlin Long Nights of Sciences".



After RC Hot Air Balloons (F7A) which was earlier officially recognized, RC Airships is now a recognized class (F7B) in the "AEROSTATS" (F7) category within the CIAM.

International competition rules were approved in 2010. On 2013, world records recognition will be implemented. Look at the CIAM site or contact Marcel to get more details on the specific rules.

Competition tasks are simple to imagine: pylon racings, precision flights... World records are also simple to imagine: distance, speed, altitude... Don't hesitate. Get your own airship and join us.

Marcel PREVOTAT
F7 SC Chairman,
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Editor of CIAM Flyer
E. Giezendanner

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:

MOP057 – Insurance Conditions. Amended to reflect the operations of FPV and SGMAs. In addition, details of the amount of Insurance excess were included.

MOP066 First Person View (FPV) Policy and MOP067 SGMA Policy. Amendment to the definition of 'Visual Line of Sight'.

MOP058 2.4GHz Equipment. Acceptance of Futaba and Align S-FHSS Radio Systems technology.

Form MAAA 011 Incident Investigation Form. To eliminate the need to request additional standard information following an Incident, the form was amended to include the necessary items of information required.

Membership Renewals and Cards

The 2012/13 Membership renewal period started at a rapid pace and has remained that way with over of 70% of renewals, based on last year's figures, completed as of the end of July.

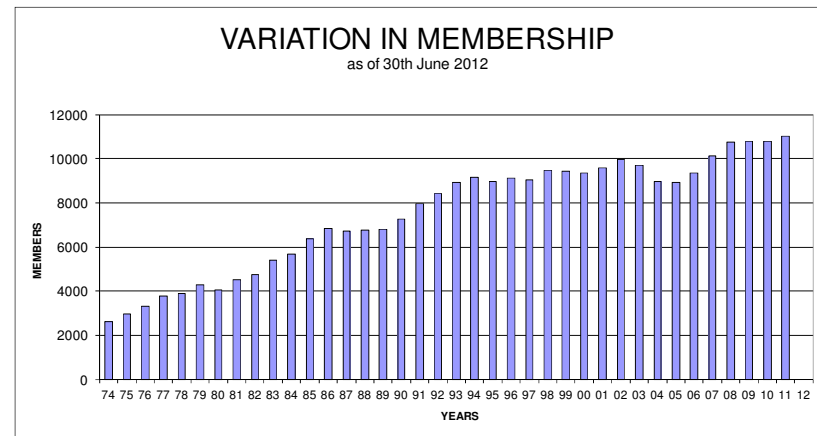
The membership cards currently being used are the last of a batch of 20,000 pre-printed cards, with approximately 1,100 cards remaining to be used over the next month. This batch of cards still indicates that the Insurance excess payable by a member for any one Public Liability claim is \$250.00. This figure was increased to \$500.00 at the 2011 Council Conference prior to the 2011/12 membership period.

Notice of this change was contained in the Council Minutes and published in the MAAA Newsletter.

The Insurance excess is reviewed each year by Council and at the 2012 Council Conference it was agreed that the Insurance excess of \$500.00 would be retained. The subject of the remaining membership cards was raised and Council elected to use the remaining cards rather than discard them. The re-drafting of the new membership cards, to be printed in August 2012, has been completed and all monetary amounts have been removed from the text of the card.

Information regarding the Insurance excess is now contained in MOP057 Insurance Conditions which is available on the MAAA website at www.maaa.asn.au

MAAA Membership at the end of the 2011/12 period – 11,014.



Outcomes from Reported Incidents

Details from the latest Incident reports indicate a rise in propeller strikes to fingers, arms and legs. Electric models tend to be the largest contributor to these incidents. A simple check that the throttle is fully closed before arming an electric model would have eliminated the pain experienced by a few of our members.

In addition:

- Be alert when operating a new, larger model with an increased diameter propeller. It has been suggested that painting the propeller tips may help reduce this type of propeller strike, however continued vigilance is also needed in these circumstances.
- Please don't attempt to stop running engines by bending over and grasping the spinner.

These are some of the actions which have caused serious injuries recently.

Due to the increase in propeller related accidents, the MAAA Executive have adopted a past safety theme for the next three months, "Spinning Propellers are Dangerous".

Heavy Model Aircraft Inspection

The MAAA single page Permit to Fly (MAAA038) has been in operation for well over a year now and used by FW and RW Inspectors. It is important to note that the Permit to Fly is the Certificate issued at the completion of a satisfactory inspection.

The inspection itself is carried out using the appropriate check list for the type of model. Each check list indicates items which need to be inspected at the time of the initial inspection and also those which must be actioned at the beginning of a flying session and before every flight.

Reports are occasionally received that Inspectors are not carrying out the inspections fully in accordance with the procedures and this could have implications in the event of a subsequent problem. It does not matter how good the model appears to be or who the owner is, it is important that Inspectors ensure they have used the appropriate check list for the model type when carrying out any inspection.

66th Nationals – NSW Associations

The 66th Nationals held in NSW during the 2012/13 period will be a split event.

Control Line events are being held in Albury from 28 December 2012 to 3 January 2013.

Free Flight events are being held at Narrandera from 3-8 January 2013. For more information contact the Nationals Free Flight and Control Line Coordinator, Brian Ether, at brianea@optusnet.com.au

Radio Control events are to be run by the R/C Special Interest groups who will coordinate their own individual events at various locations throughout the year. Details and advice will be available from MAS NSW when finalised.

Competition Rules Year

Members are reminded that 2012/13 is a Competition Rules year. Australian competition rules are available through the MAAA web site www.maaa.asn.au. All disciplines are requested to review their particular section of the rules and make any suggested amendments through the relevant Subcommittee. Subcommittee members for the discipline should collectively review all amendments prior to submitting the final recommendations to the MAAA Secretary by February 2013. All received recommendations will be added to the rules agenda to be presented to the MAAA Rules Conference in May 2013.

2013 F3D Pylon Team Trials

AMPRA and the MAAA Pylon Subcommittee will be running the team selection process for the 2013 World Championships to be held in the Netherlands. The following team trial events will be held: State Championship events in Victoria or Queensland; these events are all scheduled to be run in the August to October 2012 period.

The third team trial will be a special trial event as a replacement for the Nationals at a suitable time to be held in Cohuna Vic, between September and November 2012. For full details see the AMPRA web site. ampira.org.au

2013 Free Flight Team Trials

The remaining events in the multi team trials are:

Queensland Dalby 20.23 September F1A, F1B, F1C

New South Wales State Championships

Springhurst 29 Sept-1 October F1A, F1B, F1C

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: 25 Aug to 1 Sept
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 Dates: Narrandera Easter 2012

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	Denmark

2014	
EVENT	Awarded to
F1D	Romania
F2 A,B,C & D	Poland
F3F	Slovakia
F3J	Slovakia
F4C	France
F5B & D	Austria
Space Models	Bulgaria
F3A Asia – Oceanic	Thailand
F3C Asia – Oceanic	Offers Invited

"Spinning Propellers are Dangerous"

Contest & Fixture Calendar 2012				
Date	Event	Venue	Time	Contest Director
September 21	Annual General Meeting	Harris Park	7:30 pm	
September 30	F1G, H, J	Richmond	7.00am	Terry Bond
October 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 8:00am as possible			

Control Line World Champs

Through the eyes of a

Free Flighter

This year the world control line champs were held in Bulgaria. Having a little interest in control line, and never having been to a world control line champs; it seemed like a good thing to do. I would also see Bulgaria and Turkey on the way. This would also mean a must visit to Gallipoli, Troy, and a swim in the Dardanelles. Some things a man just has to do. Back to the contest, on arrival the weather was hot, very hot. This only lasted a few days until a change came through, after that the weather was excellent.

The site was, I thought very good, the speed circle was a five minute walk away from the other events which was acceptable. This site is equipped with a hard stand caged area, club rooms, and a pond for racing tethered boats. I didn't see any of these go, but the models that I saw would have been super fast, as some were powered by OSP 60 on pipe. It is surprising that a country like Bulgaria has such facilities, while we in the lucky country seem to struggle just for a flying site.

F2A speed, not too many surprises there, as the top men seem to know just how to do it. F2B stunt was flown on both concrete as well as grass, each flyer getting a turn or two at each. Wind played hell with them on the first day when the weather front came through bringing the temperatures down to near perfect. F2C team race was run along side the stunt over concrete inside a wire cage, these models are fast, and with three in the circle its hard work in the middle for the pilots. The Aussies have won this event at the last two world champs, and this year they went close to having three teams in the final. As it turned out we ended up with two which gave us 2nd and 3rd well done boys. F2D combat, Tom Linwood was by far the best of the Aussies and should have finished a lot higher up except for a few problems, but that's combat.

I enjoyed my time there just watching and supporting when ever I could. It is entirely different to free flight, as in the early rounds you only get to fly once in the day, so all day for one flight. Free flight when it's your event we get to fly all day.

I strongly recommend that if you get the chance to go to any BIG competition free flight or control line, take it, as you are only on this earth for a short time. There will be plenty of time to sleep and get over jet lag in the next life.

Roy Summersby



66TH NATIONALS FREE FLIGHT BULLETIN NUMBER 2 NARRANDERA 3-8 JAN 2013

NSWFFS is hosting the 66th Nationals Free Flight events at Narrandera from 3 Jan 2013 to 8 Jan 2013. The Control Line events are being hosted by CLAS in Albury/Wodonga over the Christmas to New Year period.

SAMS and the NSW Rocketry Association will not be joining us as previously hoped.

Program

The schedule of events has been organized to allow for relaxed competition with F1 A B & C reduced to five rounds. This should ensure that most competitors, helpers and officials are off the field during the hottest part of the day.

Similarly (weather permitting) the first round maxes for the FAI categories have been increased to allow competitors to test the still air performance of their models. This should limit the possibility of a late afternoon flyoff. See program/entry form for full details.

Entries

Entries should be made prior to 15th December 2012 . Entry Fees can be paid on the field prior to the event, however it would assist the organizers to know which events you intend to enter by the 15th December. See entry form for full details.

Entrants

All events are open to any competitor who produces a current MAAA/FAI card.

Registration

There will not be a specific registration day, however entrants can collect their "Goodies bag" at the CD's table on the field.

Processing

Compliance to model specifications is the contestants responsibility and no formal processing will be done . Digital scales and a tow line checker will be available on the field. Spot processing and check timing will take place during the events.

Rules

With the exception of the extended first round maxes for the FAI categories and the reduction to 5 rounds for F1 A,B & C the relevant FAI or Australian rules will apply.

Winners

Prizes in the form of perpetual trophies and commemorative medallions will be awarded to the place getters on the field at the conclusion of each day's events.

Weather

We have not flown at Narrandera at this time of year, however the mean maximum temperature for Jan is approximately 33 Deg C, with highs in the mid 40's and lows down to 16 Deg C. We would expect a Total Fire Ban to be in place and expect this to be observed.

Narrandera

Narrandera is located in the heart of the Riverina 549 kilometres south west of Sydney and 428 kilometres north west of Melbourne, and 1245 kilometres south

west of Brisbane. It is a long long way from Perth but it hosts, one of the best free flight fields currently in use in Australia and possibly anywhere on the planet.

The Field (Widgiewa)

To get to Widgiewa from Narrandera, head south on the Newell Highway. Make sure to take the left turn onto the Newell Highway as you leave Narrandera otherwise you may drive 50 km west on the Sturt Highway before realizing your error. After 31 km, just before Morundah and opposite the grain silos, turn off to the left towards Urana . The road swings around to head south again. The road into the field is on the left, about 12 km from the turnoff, fluorescent F/F signs will be posted at critical intersections along the route and on the gate. Please close this gate and any others you encounter.

Accommodation.

There are motels, hotels, and caravan parks located in and around Narrandera, prices range from \$30 to \$100 depending on your requirements. A list is attached

Facilities.

There are too many places to name for shopping and eating out. The Narrandera Tourist information centre has an amazing booklet titled "Heart of the Riverina "and it provides a huge amount of information about Narrandera and its surrounds. More information is available on the net at www.narrandera.com.au.

Attractions

It would be a good idea to look at the web page again for local attractions. Lake Talbot would be a great place to take the kids on a wet tour; the tiger moth memorial is even a better place to check airplane detail with a fully restored DH 82 in the museum and the war birds museum at Temora should be a good trip. Check the attractions section of the booklet and go from there.

List of Motels

CAMELLIA MOTEL

3 star rating/ budget-15 units

Newell Hwy Narrandera Ph/Fax 02 6959 2633

www.gday.com.au/camelliamotel

COUNTRY ROADS MOTOR INN

3.5 star rating-14 units. Single, Double,Twin, Family, Queen sized beds Meals to units, pool, BBQ, Motorpass, EFTPOS. Golden Chain & Motoring Organisation Discounts

Newell Hwy, Narrandera Ph 02 6959 3244 Fax 02 6959 3245

FIG TREE MOTEL

3.5 Star rating – 16 units. 3 Star rating – 6 units. Single, Double/Twin, Family.

2 room suites. Room service, Licensed, Meals Available (Mon–Fri), Pool, TV, Austar, Wireless Internet–free, Cots free, Microwave. Guest laundry

Cnr Newell Hwy & King St Narrandera Ph 02 6959 1888 Fax 02 6959 2261

www.figtreemotel.com.au

GATEWAY MOTOR INN

3 Star rating – 22units, 3 Star rating 20units, Single, Double/Twin. Cots free, Queen sized beds avail.

Family & Suites / POA, Central location, pool, BBQ, m/wave. Austar, Multi channel TV.

East St Narrandera Ph: 02 6959 1877 Fax 02 6959 1512

www.narranderagateway.com.au

GRONG GRONG MOTOR INN

3 star rating – 10 units. Single, Double, Twin, Triple, Family, Fold Up Bed , Cots free, Microwave.

Lic Restaurant, dinner to units, BBQ, pool, playground. Budget Chain

Newell Hwy, Grong Grong Ph 02 6956 2109 Fax 02 6956 2218

www.gronggrongmotorinn.com.au

MIDTOWN MOTOR INN

3.5 star rating – 20 Units. Single – Double/Twin, Single Deluxe, Double Deluxe, Premier single, Premier Double and Queen size beds.

Family rooms, BBQ, Pool, Quiet Location, Austar & TV. Seniors Disc. Meals to room Mon–Sat
Larmer St, Narrandera Ph: 02 6959 2122 Fax 02 6959 3271

www.midtownmotorinn.com.au

NARRANDERA CLUB MOTOR INN

3.5 star rating– 30 Units. Single – Double/Twin – Family.

Family Deluxe & Spa Suites Available, Opposite Ex–Servicemens Club. Dinner/room service available.

Motoring Org Members Discount & Seniors rates avail. Pool, Austar.

Bolton St, Narrandera Ph 02 6959 3123 Fax 02 6959 3169

www.narranderaclubmotorinn.com.au

NEWELL MOTOR INN

3.5 Star rating– 23 Units Single – Double – Twin – Small Family – Large Family – Spa Suite,

Non-smoking units. All ground floor, Lic'd Restaurant (Guests only), BBQ, pool

Cnr. Newell & Sturt H'way, Narrandera Ph (02) 6959 2877 Fax (02) 6959 1381

Hotel Accommodation**Charles Sturt Hotel**

Room only Single \$25, Double/ twin \$35, Family \$45, Restaurant A-la-carte Mon–Sat
6pm–9pm. Lunch daily 12pm–2pm

Cnr. East & Douglas St

Narrandera Ph 02 6959 2042

Murrumbidgee Hotel

Room only. Single \$30. Double/twin \$40. Family \$60. Bistro; Tues–Sun 12pm–2pm
6.30pm–9pm

Corner East & Audley Sts

Narrandera Ph: 02 6959 2011

Narrandera Hotel

Room only, Single \$25. Double/Twin, \$40. Family \$55, Queen \$45

Corner East & Larmer St

Narrandera Ph: 02 6959 2057

LAKE TALBOT TOURIST PARK

Cabins: 4 star rating. Lakeview 2 bedroom (8), Lakeview (3), Lakeview En–suite (3), Family En–suite (6), En–suite (5), Park En–suite (5), Park Non En–suite (6). SITES: Powered and Unpowered. Tent Sites. Weekly Rates Available. Peak rates apply. Lakeside setting with Swimming Complex at doorstep.

Gordon St Narrandera Ph: 02 6959 1302 Fax 02 6959 1949 Reservations 1800 106 601

www.laketalbot.com.au

NARRANDERA CARAVAN PARK

Cabins: 4 star rating. Two Bedroom Family De–luxe (6), Family De–luxe (4), De–luxe Double (2), Motel Style Units (3), En–suite (6) SITES: Powered & Unpowered. Tent Sites. Swimming Pool, Gas BBQ's, Camp Kitchen. Rural setting. Peak rates apply. Pet friendly park. Oz Parks Association

Junction Sturt & Newell Hwys Phone / Fax : 02 6959 2955

www.narrandera caravan park.com.au

NARRANDERA SHOWGROUND

Camp Sites: Powered & Unpowered. Amenity Blocks: Ladies & Gents Toilets & Showers. Blackwater dump available. Water fill. Big Rig friendly. Dog friendly.

Elizabeth St, Narrandera. Mobile 0407 105 846



66TH MAAA NATIONAL CHAMPIONSHIPS NARRANDERA NSW



FREE FLIGHT PROGRAM AND ENTRY FORM

SCHEDULE OF EVENTS.

Thursday Jan 3rd.	F1G,H,J.-----	7.00am-12.00 noon
Friday Jan 4th.	F1B, OPEN POWER-----	7.00am-12.00 noon
Saturday Jan 5th.	F1A,C, OPEN RUBBER-----	7.00am-12.00 noon
Sunday Jan 6th.	COMBINED VINTAGE-----	7.00am-12.00 noon
Monday Jan 7th.	P30, OZ DIESEL-----	7.00am-12.00 noon
Tuesday Jan 8th.	SCALE -----	7.00am-10.00am
	SCRAMBLE-----	7.30am - 8.30am
	HLG/ CLG-----	9.00am-11.00am

NOTES:

F1A, B & C, 5 rounds. 1st round 7.00 minutes, weather permitting. Total time to count.
 F1G, H & J, 5 rounds. 1st round 5.00 minutes, weather permitting. Total time to count.
 VINTAGE, 3 flights ,entrant can fly all 3 classes, (ie, 3 Power, 3 Rubber, 3 Glider flights)
 OZ DIESEL, 5 x 2 minute flights.
 ANY FLYOFF WILL BE HELD @ 6.30 THE FOLLOWING MORNING.
 ALL AUSTRALIAN EVENTS RUN TO MAAA RULES.
 REGISTRATION AND PRIZES ON THE FIELD

ENTRY FORM. NAME _____ FAI NUMBER _____
 email address-_____

EVENT	FEE- \$5.00	
F1A		
F1B		
F1C		
F1G		
F1H		
F1J		
OPEN RUBBER		
OPEN POWER		
COMBINED VINTAGE		
P 30		
OZ DIESEL		
SCALE		
SCRAMBLE		
HLG / CLG		
ADMINISTRATION	Includes 1x Badge and 1 x sticker	\$20.00
Additional stickers @ 50 cents each		
Additional Badges @\$2.00 each		
	TOTAL	

Please send entries to NSW FFS Treasurer Tahn Stowe 3/152 Brook St COOGEE 2034
 Entries close December 15th 2012. Please make cheques or money orders payable to
 NSW Free Flight Society. It would be appreciated if entries including fees be received
 before the closing date. Payment of fees will be accepted on the field with prior entry.
 email entries to: stowes@ozemail.com.au