

The Free Flighter
Journal of the NSWFFS Inc
July 2012



Phil Warren's
Buhl Sport Sedan
Shortly after take off at Richmond

Minutes of General Meeting 25th May 2012

Meeting opened: 7.51 President Terry Bond in the chair

Present

Roy Summersby, Terry Bond, Barry Lee, Tahn Stowe, Jim Mc Fall,
Michel Towel,
Gary Pope, Geoff Potter, Mark Fenlon

Apologies

Geoff Mee, Wally Bollinger, Alan Harvey, Bob Crane

Guests

Kevin Barnes

Minutes of previous meeting:

Minutes accepted as a true record: Moved, Michael Towel, seconded Gary Pope

Business Arising:

Ukraine visitors could not come due to visa problems. Terry to write, re the refunding of moneys. Tahn advised that we have 24 tee shirts in stock.

Correspondence In:

Flypaper, 3 issues, MAAA correspondence (conference)
Letter from Mark Fenlon, CIAM Flyer

Correspondence Out:

The Free Flighter May, Nat's bulletin 1, Scale Rally pamphlet, State champs program

Treasurer's Report:

March-April 2012. Tabled at the meeting

Credits		Debits	
Registrations	540.00	Affiliations	315.00
Sponsorship (AFFS)	440.00	Visitor subsidy (Roy)	4000.00
Sponsorship (VMAA)	440.00	SCC Prizes (Than)	495.00
Sponsorship (WA)	440.00	SCC T Shirts (Than)	913.55
Sthn Cross Cup	870.00		
St George saver A/C	32.19		
Comm Bnk Int	.12		
T Shirt Sales	310.00		
Total	3072.31	Total	5723.55

Hon Treasure Tahn Stowe Moved Michel seconded Phil treasurers report be accepted

New Business:

Report on the Southern Cross Cup by Tahn. Scale Rally weekend update Tahn. Nats medals and badges, Terry to contact Bruce Hoffman.

Discussion on MAAA conference.

Meeting closed 9.10

Editorial July 2012

Hi Team, It has been another two busy months with the state champs, the scale rally, the aftermath of the MAAA conference and general modelling. The state champs went off in very fine style with perfect weather and good entries. Flying could not start on each day because of fog but when that lifted only a slight drift and relatively high temperatures were the rule. Results and current world champs teams scores are at the end of this free flighter.

At the recent scale rally dinner Barry Lee was awarded life membership of the New South Wales Free Flight Society. Barry's dedication to free flight and modelling generally has been unsurpassed by any other member of our group. Over the years he has been the secretary, treasurer, registrar, and editor of the free flighter, editor of the FFDU and web master NSWFFS. He is also the complete committee of Southern Cross MAC. He is also the inaugural first time life member of the NSWFFS. This includes having his MAAA fees paid for each year by the association. Congratulations Barry.

At the same dinner Charlie and Pauline Saliba graced us with their presence. Again a special thanks to Charlie and Pauline for the use of the paddock, not just at the scale rally but each Friday and competition Sunday. Unfortunately we did not have time to arrange an appropriate gift for Pauline but we will remedy that in the very near future.

Roy, our noble secretary is in the process of producing the competition calendar for 2013. Quite a few of the NSWFFS members will be away at the world champs in Jun/Jul 2013 so volunteers will be sought to cover competition days while they are away. I may also mean that the usual scale rally may not be held. Ideas please, and submissions for next year's calendar to Roy soonest.

Each year we have Christmas party on the paddock and invite Charlie and Pauline. Often Charlie is too busy working but we manage to get Pauline. We need to set a date and a format. The usual suits me but if you have a better idea now is the time to say.

At the last MAAA council conference the NSWFFS was tasked to find a free flight field. A scoping document was accepted at that conference but no funds were allocated and the idea of a multi function field was rejected. For those who are short sighted, if a free flight field is obtained then it will automatically become a multi function field due to its size and location. I can now advise that the hunt is on and investigations are current for a block of land about 1000 hectares in size. Narramine is being looked at as a central location for east coast modellers and if all goes well a delegation will be sent for discussions. Narrandera, Griffith and West Wyalong are also being investigated.

The scale rally scramble was held on Sunday 8 Jul with four mindless automatons ready to face one hour of competition. Bear in mind that the dinner had been held the night before, and two of our flyers were emotionally drained before they arrived. The start bell rang at 0900 hours with Roy on the starter's gun and watch, watching from his chair at distance. The weather was perfect with little drift. Michael Towell withdrew due to insufficient fuel. Tahn Stowe flew well but his carpet consistently caught thermals and flew too long and far, Wally Bolliger (of champagne fame), came second with his Ballerina and Terry Bond won with an old but reliable clunker.

Our AGM is scheduled for 21 Sep 2012

President NSWFFS
Terry Bond

COWRA MAC OILY HAND DIESEL DAY 2012

AUGUST 24th 25th & 26th

R/C - diesel powered and small glo (max capacity 1cc) only

C/L - diesel or open exhaust glo - three circles operating

F/F - diesel or small glo also rubber power & towline glider

PLEASE STICK TO THE SPIRIT OF THE EVENT AND LEAVE ALL YOUR MODELS THAT DO NOT CONFORM TO THE ABOVE IN YOUR VEHICLES UNTIL 2:30 PM SUNDAY

REGISTRATION FEE FOR ALL FLYERS \$20, INCLUDES GRAB BAG & ENTRY TO ALL EVENTS
PLEASE GO TO THE CLUBHOUSE AND REGISTER AS SOON AS YOU ARRIVE AT THE FIELD

BEFORE FLYING.

MAAA CARDS MUST BE PRESENTED AT REGISTRATION

This year there will be three events – participation in them is optional.

Saturday 1:30 pm - Plank racing on the centre C/L circle. Rules and manoeuvres same as last year.

Sunday 8am - Mass Rag Launch – rag supplied – see Cowra MAC website for info on how the rag works.

Sunday 9am - Half Hour F/F Scramble – run to MAAA rules but with a runner allowed.

PETA

This is the F/F model for the event - an all sheet biplane by Brian Allcock. For those of you who don't know Brian, he is our old mate who is still flying models at the age of 91.

DOMINATOR

Is the C/L model for the event. The C/L boys are looking to fly some combat. Streamers will be supplied.

ZEPHYR

Indoor rubber canard. Plan on the website, or send addressed, stamped A4 envelope to Andy.

Peta & Dominator plans are available as a download from the Cowra MAC website. If you would like a hard copy of either plan they can be had for \$10 each posted – Contact Andy before August.

Friday 24th – flying from 10am to 4pm for early arrivals

No lunch available today but the kettle will be on and there will be Hagrid rock cakes

Saturday 25th – flying at the field from sparrows till 4.30pm

Free flight in the still of the morning then R/C and C/L activities

Breakfast at the field from 7:00am to 8:30ish – by Pricey our club chef

Lunch 12:00 noon to 1:00pm

1:30pm Plank Race

If you are not involved in the Plank Race you can still keep flying in the other field areas.

Saturday night 7:15pm to 9:45pm indoor at Cowra PCYC Young Rd Cowra – gold coin donation (we have to hire the venue now) - double basketball court - rubber & chuck glider only

Sunday 26th – flying from before sunrise

Breakfast at field 7:00am to 8:00 – plenty of hot, belly filling bacon n' eggs and a cuppa.

8:00to 9:00am – Mass Rag Launch

9:00am – 9:30 – F/F Scramble

12:00 noon to 1:00pm - Lunch and presentation of Scramble and Plank Racing prizes

2:30pm event officially ends - open flying time – you can even fly an electric if you would like.

Accommodation

Cowra has motels, homestay and alternate accommodation see www.cowratourism.com.au

Cowra Van Park, ph 63402110 with rental cabins and camping, in town.

Cowra Holiday Park, ph 63422666, out the Sydney Road, is the choice of many Oily Hand attendees.

Dowell Court serviced Apartments – great accommodation for families or a group - ring Cowra Visitors Centre on 63422333.

Canowindra has the Riverview Motel, ph 63441633, and a Caravan Park, ph 63441850, for those who want to camp.

Sorry, no camping on the field because the Yowie is about this winter.

Contact: Andy Luckett mob: 0412820865 home: 0263423054 Barton; PM zotoz
Postal; PO Box 331, Cowra, NSW 2794 email: mudpied@bigpond.com
www.cowramac.asn.au

Scale Rally 7th & 8th July

If you weren't there you missed a fantastic weekend. The very best weather, that Richmond produces this time of the year. On Saturday, the field was graced with over twenty cars, in which many, many, models of all shapes and sizes appeared.

I have no idea how many models were there, as some modellers had four or five in their cars. Models ranged from tiny out door style peanut rubber to Roys massive IL-2. Modellers flew all day without the interruption of scale judging. They only stopped for the hot soup and bun which our on field kitchen was providing. Thank you, ladies. There were many magnificent flights over the weekend, some being, Dave's, French job (can't remember the models name) Stan's Gloster Gladiator, Phil's racing rubber model on it's second day out, Tahn's 1/8th Hurricane not quite finished, but he promised to fly it on the day, so he did.

Roy had some good flight times with his FW 152 after fitting a much more efficient propeller; his FE8 had some early problems but was soon flying well. Our New Zealand friends brought over the same models that they flew last year and had a great time with them. Wally managed to land his piper Vagabond on top of the watering system, a skill that has eluded the rest of us. Jacko was once again filling the sky with his vast fleet of WW1 planes, Bob Crane had a lovely rubber tri-plane and the list goes on and on. Sorry for all those not mentioned. I just could not remember them all.

The Saturday night dinner was very enjoyable, this venue, is the right size for the numbers that we get, and the food is excellent. With the committee at the dinner, the good food and wine, Sunday started a little late. The scramble got away at 9.00am with headaches, but the lack of wind made for very little running and good scores. The winner Terry, made over 2700sec. It was good to see Wally with over 2400sec come in second using his Ballerina this would have been his best scramble. Scale models were in the air to well after lunch, making the weekend one to remember.

Hint for the month

For two scale flyers and any other modeller that is still in the dark.

Canopy Glue.

And I thought I was the last to know.

Some time back while talking to expert modeller Ray Harvey, I asked him, what he uses to glue on canopies.

He answered canopy glue of course, I assumed he was having me on, but no it does exist, so I acquired some.

Only a few weeks ago one of our prominent modellers (I won't mention his name) building a very large WW2 British fighter asked me ,What do you use to glue on canopy's, so I told him. Why naturally I always use, RC Z 56, \$13.50, this buys you a 4oz bottle and it is available from C/L flyer Bill Swan.

Now everyone knows.



Phil Warrens Cub

Nineteen Days without a Balsa Knife

It all started with Di seeing an add in the seniors paper (yes she is a senior) about a trip to the outback. This trip is really to buggery beyond the out back, as it started from Alice Springs, going North West along the Tanami road to Halls Creek, about 1200 kms. The main interest on this section of the trip is Wolf Creek, where a meteor hit some years back. The result of this is a nice crater which is the second biggest of its type in the world. Fuel and supplies were bought at Halls Creek, ready for the start of the main adventure trip, 2000 kms down the Canning Stock Route, the longest stock route in the world.

There were four vehicles in the group, the boss man, Andrew, had a Land Cruiser towing the chuck wagon, second vehicle was an OKA, this is an Australian special built four wheel drive bus with seating for fourteen people. They are hand built and cost \$200,000. The two other vehicles (tag alongs) were private, one a Nissan, the other a Land Cruiser, with two people in each. Total number on the trip was twenty one which included three staff. With all supplies topped up we started our drive down the Canning stock route, one of the longest and hardest four wheel drives in the world. Di and I had gone in the deep end boots and all. We had never been off road before, and this was a trip we were not going to forget.

Our tour host Andrew Dwyer, is an outback cooking guru, and has written books on the subject. The evening meals were served formal style, and were a very pleasant surprise each night. Accommodation for this nineteen day out beyond buggery trip, was in swags on the open ground, no tents, so one was able to see our magnificent sky each night. This I think was the highlight of the trip; the sky is so clear without any other lights for five hundred kms in any direction.

The Canning stock route was used to drive cattle from Northern Territory to Wiluna where they were shipped to wherever. Along this route there were fifty wells sunk to provide water for the cattle, as it made the two thousand km trip. Today only a few of these wells provide water for the mad four wheel drive travellers. The route is on the Great Sandy Desert and one goes over sand dune after sand dune, some are fifty meters high. I am told there are three hundred from start to finish, I didn't count them. We were about one thousand kms along the track, and about to attack a large sand dune when the OKA lost all its drive, bolts had sheered off in the transmission, and it was never to go again until major repairs were done. How to solve such a problem became a major headache for our tour organiser Andrew. Step one, and most important was to get us all back to a well (Georgie Bore) which we had passed some fifty kms back. Doing this would at least give us unlimited water as well as a good camp site. This was achieved by Andrew unhitching the trailer and towing all five tones of OKA complete with passengers with his Land Cruiser to what would be our camp site for the next four nights.

Step 2 was to get the OKA to a place where it could be picked up by a flat top truck and taken to Newman, some 400 kms away. This was again towed by the Land Cruiser along a very rough track by Andrew, a distance of 70 kms. The necessary parts were ordered from Perth which is where the OKAs are made, and were to be sent airmail ASAP.

Meanwhile I spend three full days in the desert just wishing for a knife, sheet of balsa and some glue, but no I didn't even have an old Aeromodeller with me.

Australian efficiency was at its best, good old Quaint Arse lost the parts and we were now five days behind schedule. The only solution left for the tour was to get us all to Newman and hire some sort of bus and drive the last four and half days on made but very rough dirt roads back to Alice Springs. This was done in an old Toyota Coaster bus, complete with plenty of dust coming in from all angles.

Eighteen nights sleeping in a swag looking up at the stars, nineteen days in the desert with no wild life with the exception of camels and a few dingos, it was good to get home to some real balsa dust instead of the never ending red dust. Moral of the story is, don't leave home without some modelling gear, or at least a model book.

Roy Summersby
20th June 2012

A Tale of Two Retrievals

Good day Mike,

You might be interested in my retrieval tales from the WA Nationals. I like to think I don't mislay them very often but Leigh and I both had fairly serious retrievals at Meckering.

The first was the P-30. Interestingly, not all that far from the site of its first flight at Bussellton just before the 2001 Nats also in April. The model is exactly 11 years old. Anyway, I was flying Coupe at the same time as P-30 and there was a bit of a shortage of timekeepers. I wound the P-30, walked out to the flight line just as a really nice patch of air moved through and in the excitement of finding a timekeeper and getting him organized with binoculars before the thermal decayed I launched without taking the PST timer out the "hold" mode. The air was good and I only twigged when it failed to DT at 2 minutes.

I did all the things you have to do; set an E-Trex GPS waypoint at the launch point, got a bearing on the model's last direction and listened to the radio signal. The signal stopped after 44 minutes but I added another 10 because my clock was only started some time after the launch. After the last Coupe flight we headed out. It was a bit breezy, I estimated the wind at altitude at about 4m/s which gave a distance of $4 \times 55 \times 60 / 1000 = 13.2$ km so we drove to some high points around 13 km out on the appropriate bearing. Didn't get any signals but it was a bit late by then and glider was the next day so we didn't spend too much time.

The next day (after F1A) I went out with Paul Rossiter, partly as a local guide but also because he had a proper 4-wheel-drive which was better in the sand than our hire car. Yes I know hire cars go where other cars don't go but carrying it out of a sandy field wasn't a happy prospect. After not too much time we found a nice road that crossed the bearing at a range of 14km. And from a high point on the road I got a weak signal. If you hear it you can find it; but there was still a bit of work, as I couldn't hear it anywhere else on the road except the high point. We then drove into the field to another high point where there was a signal and I walked from there. The model was about 800m away, on the ground close to 14km from the launch point.

Not to be outdone Leigh then managed her first F1B flyaway. With the Wakefield if the timer doesn't start the model just crashes so you have to be more creative. In this case the tail rubber band was weak and maybe the VIT line had a kink so the tail came up enough to make the model stall but not enough for a proper DT. It stalled around in tight circles going up until we lost sight of it after about 10 minutes, so we packed up and set off following the radio signal. Thermals usually last 10's of minutes however we followed the strong signal (meaning the model was still flying) for 2 hours and 4 minutes. Again, at a high point on the road there was a faint signal and again I set off on foot. This turned out to have been not such a good move because I ended up walking some 4km, crossing several roads including a sealed one before the signal got really strong. It would have been quicker to have spent some time driving and listening in the direction of the model but it didn't really matter and with the aid of hand-held radios, Leigh managed to find me so I did not have to walk all the way back. The model was only a few 100m from a road, but the connection between this road and the one from which I first heard the signal involved some detour. I had been convinced the model was in a tree because the signal was strong and wasn't changing much as I walked but after bashing through a few 100m of low scrub I found the model perched on a low rise. The distance from the flying field was 33km. This is thought to be a new local record.

Vin



Phil Warren's Rubber Comper Swift at the Scale Rally

Contest Report 27 May 2013

This contest had been slightly delayed a week because the MAAA council conference had been held the week before. Unfortunately the CD missed the amendment and missed a sensational day. No wind despite dreadful warnings of a 10km hr wind toward the river. Most models were either caught at ground level or landed close by.

Competing were Jim Christie and Terry Bond. Present were Michael Towell, Gary Pope, Roy Summersby, Di Hanna with grandchildren Christian and Casseea. Jim Christie walked away with the combined percentage scoring a full house. Perhaps Terry should have changed his electronic timer to three minutes instead of 2mins 26 seconds, but he was consistent. P30 was another matter. After Terry was thrashed by Jim Christie at the AFFS by 3 seconds it was time to put things right! Both maxed and a last to the ground fly off was agreed.

Both flyers wound at the same time and Jim picked the air. Jim climbed away while Terry power stalled and almost crashed. While Jim appeared to be away Terry started again from ground level and appeared to be out of the race. Terry slowly struggled to climb while Jim rapidly started to descend. It was a very interesting flight, while Terry appeared to be in good air immediately below Jim, Jim dropped below Terry to come second by 22 seconds. Justice at last!

The weather was so good that Roy continued to send his scramble model skyward with the help of Christian and have it land almost at the same spot. Casseea helped with timing and at 4 years of age timed five different flights very accurately. Terry also encouraged Casseea to walk in the mud then in water to wash the mud off. Di was so pleased. Both children were given a rubber band award and were presented with silicon soaked F1B used motors. It was a great day in paradise. Grandparents are such good teachers



Bob Cranes rubber Triplane at the Scale Rally







Contest & Fixture Calendar 2012

Date	Event	Venue	Time	Contest Director
July 20	General Meeting	Harris Park		
July 22	½ Hour Scramble, Combined Open	Richmond	7:00am – 1:00pm	Jim Christie
August 12	Combined %, Multiple Entries.	Richmond	7.00am- 1.00pm	Terry Bond
August 26	½ Hour Scramble + Vic Smeed Mass Launch. Mentor C/L. Fuller Day Stomper, Zoot Suit & Dixie-lander	Richmond	7:00am – 1:00pm	Roy Summersby
September 9	Scale Rally, P30, Vintage Rubber	Richmond	7:00am – 1:00pm	Chris Dudley
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			



Stan Hinds Gladiator

MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.

Newsletter

NO. 02/2012

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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.

2012 MAAA Council Conference Elections

The 2012 Council Conference held on Saturday & Sunday 19 - 20 May, included elections for the MAAA President and Competition Rules Secretary.

Mr Paul Winter, the MAAA Vice President, was elected as President. This result required that a new Vice President be elected and Mr Neil Tank, the current MASA President, won this election. There was one nominee for the position of Competition Rules Secretary and, as required by MAAA Rules, Mr Ross Cant was re-elected to this position.

Council congratulated all who were elected and thanked those who displayed a willingness to serve the Association by nominating for the various positions.

Outgoing MAAA President

Mike Close, after 15 years as MAAA President, decided not to nominate for another term. Mike is looking forward to having extra time to pursue his many and varied interests and we all wish him well. On behalf of the membership, Council expressed gratitude for Mike's significant contribution and the legacy he has left the MAAA. This contribution was further recognised by all State Associations with a presentation to Mike and his wife Sue at the Saturday night dinner function.

After the 2012 Council Conference closed, the incoming President expressed the collective thanks and good wishes from Council and announced the award of MAAA Life Membership for Mike.

MAAA President Mr Paul Winter

I have three loves in my life, the Salvos, my Family and anything that is Aviation. I have retired after 42 years as a Minister of Religion with the Salvation Army; I have been married 41 years, have three children and two grandsons.

I have been flying model aircraft for fifty-one years. I started flying Control Line and progressed to Radio Control; with the main interest for the past fifteen years scratch building and flying large scale models.

I believe in competition, and the building and flying standards which increase as a result, but I'm afraid I have not been able to enter as many competitions as I would like as they are mostly held on Sundays.

I believe that if more youth of today took up the hobby of aeromodelling, there would not be the problems that are associated with them today, as it teaches discipline and responsibility. There is nothing like the thrill of seeing a young person go from complete novice and then to unplug the buddy lead and have them fly rings around the old instructor within a few flights of being cut loose.

I count it a great privilege to be able to serve you, the modellers of Australia as MAAA President.

MAAA Vice President Mr Neil Tank

I have been an "aero modeller" since the age of approximately 10 years old (55 years). My aero modelling interests began when I was given a rubber band aircraft to build and fly. I graduated from rubber band aircraft when I was about thirteen years of age when my father visited Japan and brought me back an aluminium control line Mustang powered by an Enya 35 two stroke. My aero modelling activities varied from then until I joined Noarlunga Model Aerosports Inc. in 1989. Since then I have enjoyed general sports flying and building.

To achieve the objectives of the MAAA and ensure our future existence, a coordinated planned approach must be adopted and as Vice President I will assist the President and Executive in guiding the MAAA in this direction.

2012 - 2013 MAAA Membership Fees

The MAAA Insurance has been put in place for the 2012/13 period through Willis Australia. While there was a small increase in the overall cost of Insurance for the next period the MAAA fees for the coming year remain the same. The main increase was a result of several large Personal Accident claims made during the 2011/12 period.

MAAA fees are as follows: Seniors - \$60.00 and Juniors - \$30.00. State Association and Club fees are in addition to the MAAA fee.

The Letter of Confirmation for 2012/13 Insurance is available from the MAAA website www.maaa.asn.au for those clubs who require it for land owners of their flying fields.

CIAM 2012 Plenary Meeting

The Plenary Meeting of the FAI Aeromodelling Commission (CIAM) was held in Lausanne, Switzerland on 20 – 21 April and the MAAA Secretary represented MAAA as the Australian Delegate.

The CIAM Bureau Executive are elected on an annual basis along with half the Chairmen of the Subcommittees. A new CIAM President was elected, Mr Antonis Papadopoulos and the Australian Delegate, Kevin Dodd, was elected 2nd Vice President. There were no changes to the Subcommittee Chairmen.

Outcomes from Reported Incidents

Latest incidents have included damage to property caused by models which have been reported as having no control once the throttle was opened at take off. While the resulting damage to the models makes it extremely difficult to determine the exact cause, there have been concerns about the radio installations. Good installation practice is just as important with 2.4GHz as other frequencies. MOP058 2.4GHz Equipment Policy provides a guidance section for members installing radio equipment and while this is written around 2.4GHz equipment, the same basic principles apply to any installation. A review of this by all radio control fliers is well worthwhile.

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

2013 F4A (Scale) Trans Tasman Challenge Team Trials

NSWFFS Free Flight Scale Rally at Richmond July 7th-8th, 2012 will be used as a one - off team trial. Places from the F4A category at this event will be the basis for 2013- Trans Tasman Challenge team places.

World Artistic Games – Indoor Musicals

At the recent CIAM Plenary meeting Australia was approached with a request to provide a pilot and possibly a judge for the World Artistic Games indoor musicals to be held in China in 2013. There are no dates currently set for the Games however if any MAAA members are interested in this aspect of our sport they can contact the MAAA Secretary.

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

"LiPo Batteries - Know the risk"