

The Free Flighter

Journal of the NSWFFS Inc

March 2011



Gary Pope

Determination plus, launching his F1B
At the Maxmen in Lost Hills

US

Photo by Malcolm Campbell

Minutes of General Meeting

21st January 2011

Meeting opened: 7.34 President Terry Bond in the chair

Present

Roy Summersby, Terry Bond, Barry Lee, Reg Lyn & Michael Towell, Frank Barsanti, Carlo De Filppis, Tahn Stowe, Jim Mc Fall, Goran Milosavljeic, Walter Boliger, Dave Gane, William. East

Apologies

Alan Harvey

Guests

Lokman Merican

Minutes of previous meeting:

Minutes accepted as a true record: Frank Barsanti / Tahn Stowe

Business Arising:

Correspondence In:

Flypaper December issue, MAAA correspondence Safety paper, Tele Conference, Qld Magazine

Correspondence Out:

The Free Flighter,

Treasurer's Report:

November/December 2010 Summary

Credits		Debits	
Registrations	900	Affiliations	810
St George interest	21.91	Software (B.Lee)	334.46
		Dep Fee	2.50
Total	921.91	Total	1146.96

Hon Treasure Tahn Stowe

Accepted Frank Barsanti, W.East

New Business:

Nat's 2010/11 report, Nat's 2013 report from C/L, R/C, F/F meeting 21/1/2011

MAAA conference 2012 will be in NSW

Moved Tahn Stowe sec Carlo that World Champ competitors from NSW receive \$500each towards their expenses

Meeting closed 7.58

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.

Meeting this Friday 7.30pm Harris Park

Editorial

Our illustrious President is at present on his honeymoon in USA, so no report is available from him at this time. However, he should be home in time for the meeting this coming Friday 18th March. He will no doubt give us a full report of all activities then. What I can tell you is that five NSW flyers were at Maxmen this year and acquitted themselves very well. There will be a full eight page report by Malcolm Campbell on the Maxmen in FFDU coming out very soon.

SCRAMBLE AT RICHMOND 30TH JANUARY 2011....(the first for the year)

Six contestants faced the starter (Roy Summersby) and without the usual " Le Mans " start at 07.30 the " go " was sounded. Tahn Stowe's new " Kanga Carpet " was away early as was Bruce Hoffman's slow flying Gaucho with Andrew Heath's twin ballrace Mills carpet followed by the rest of the field.

Peter Scott flying his venerable Tomboy (in honour of the late Vic Smeed) was urging his runner John Keys to " get after it " - Andrew Butcher and Son were doing well in their debut Scramble, with versatile Son running and timing (reporting each flight time on delivery to the flight line). Suzanne Hegarty was also multi-tasking by timing both her father's model and Andrew's carpet.

Many models were seen at great height due to strong thermal activity. Tahn's scorecard recorded almost 100 sec of " overflights " with 7 of his 28 flights above the 2 minute max.

Andrew Heath was turning tightly to the left and causing havoc on the flight line. He then managed to collect the agg pipe and finish upside down in the Ganges.

Peter Scott was not without his problems with the tailplane stop coming adrift midway through the event, requiring immediate surgery and costing him valuable time.

Dave Hegarty was one of a few that had a couple of long retrieves due to the variable nature of the drift. Bruce Hoffman's Gaucho seemed to have an unnatural attraction to field owner Charlie's excavator which was in operation digging an agg line up wind of the flyers.

Many thanks to all the timekeepers who were up early to provide the ability to hold the Scramble and to the spectators who added to the event by witnessing the drama .

All in all a great start to the 2011 Scramble Season.

1st	Tahn Stowe	2753
2nd	Andrew Heath	2266
3rd	Bruce Hoffman	2008
4th	Peter Scott	1796
5th	Dave Hegarty	1600
6th	Andrew Butcher	1476

Flying Report 16th January

Roy Summersby

As far as a competition went this just did not happen, what did happen was that fourteen modellers were on the field flying a great variety of models. By the time I arrived 7.15am The early birds were hard at it Jim was trimming his F1G, Terry and Phil were testing their models ready for the coming Maxmen competition in USA.

I started flying my FE8 which now has more battery power, after a few good flights I was shot down and forced to land in the muddy fields on the Somme. As luck would have it the model was on our side of the trenches so with a few minor repairs will be back with the Royal Flying Corp over the trenches very soon. Brian Allcock turned up with yet another new biplane, smaller than normal for Brian but flew just as good, go Brian. John Corby was flying his power models, Tahn with his F1As as well as his F1J. Tahn and his F1J have just about used up all of his get out of jail cards. He made the BIG mistake of taking the cam of the timer to make a minor adjustment and not checking everything. The result was a perfect climb, bunt, and glide. What was wrong was that the glide was thirteen plus minutes, he had left the DT arm under the timer cam. The day was so good he was only just out of the cut grass field and a total distance of 300meters from where Tahn launched it. Peter Scott was seen flying vintage power models before switching to a couple of control line models. There was the traditional coffee beak or two along with show and tell. Also a scavenge hunt through some of Dave Thomas not wanted anymore box of bits. Overall, a great way to spend, a Sunday morning.

Adding on to Roys report 21st/1

Terry Bond

Roys FE8 under went some minor changes through the week, the main one being a steel flexible drive shaft which replaces the rubber one which just couldn't take the extra power from the Lipo battery. The FE was up and over the western front the following Friday with some great flights of between one and two minutes. Using a two speed power setting, he had it adjusted it for twenty seconds full power then 60 seconds on cruise which he kept backing down till the model would land under power. The model would ROG with all the grace of the original running dead straight for around eight meters before lifting off for a gentle climbing turn. This electric stuff is interesting as Roy was switching on, pressing the go button then standing back, after about three seconds the motor would start up and the model would start its take off run. Roy had managed to get the cruise power just right on his last flight, lovely take off, nice power climb out and the model descending on cruise power for a power landing. The model touched down on the mown grass just before going into one of the Huns trenches (Charlies). The trench was dry but in the trench was the dreaded irrigation pipe and wheel which cut the lower wing in half. The model is now back at the Royal Aircraft Factory for repairs which I am told will be a week before it will be back with the Royal Flying Corp on the western front. Will he rid the sky's of Jacko's dreaded Fockers??

Adding on a bit more 30th/1st

The FE8 was back from the repair shop and under went flight testing. After some near misses, flying between the cars, which would have had it back to the factory again. The aircraft was fine tuned and made some very impressive flights. It was signed off and is now waiting its chance to have a go at the Fockers.

An interesting chat

Roy Summersby

The other week I had the opportunity to spend a few hours with a 97 year man that was on the Barnes Wallis team developing the famous bouncing bomb. This project was responsible for destroying the German Dams in 1943. The man is Reg Hinton and even after seventy years have passed his memory is quite sharp. Reg also worked on the other super bombs, Grand Slam, Earthquake, Tall Man, Highball and Baseball. Reg started his working life as a garage boy but his engineering skills gave him a chance in 1938 to work for the Air Ministry in England and he spent the next forty years of his life there. Reg worked mainly on bomb fuse systems which in the case of the bouncing bomb were hydrostatic and backed up with a ninety second chemical fuse. Reg described to me some of the problems that the Wallis team faced with these special bombs. Problems such as making the bouncing bomb explode at 30 feet down the dam wall, spin backwards at 500 rpm before being released as well as modifying the Lancaster's to take the point loads of these very heavy special bombs. Fuselages had to be rebuilt not only to take the weight but the size as well. It would be great to have Reg at one of our meetings but I am sorry to say that this will not happen as the body of Reg is showing its age.

Indeed a very interesting couple of hours.

The Bombs Bouncing 4196kgs , 1520 long 1270 wide (Dams) 120 made
 Tallboy 22000lb 26ft long 3' 10" dia (Sub Pens, Railway tunnels)

Sunday Jan 30th

Good scramble weather with wind light and variable drift, (read Tahns report).

Vintage, Jim flew a 1955 Bilgri with his first flight being made during the scramble. Bill had an ex Peter Twiss Swiss Miss. The model is light and well trimmed but suffered a short engine run on his first flight. This model has the potential to max out comfortably with its Oliver Tiger R250. Peter Scott, after his heroics in the scramble, flew his Little Aud to a comfortable victory with three maxes.

1. Peter Scott 540
2. Bill East 517
3. Jim Christie 502

Scale Rally

Roy flew his FE8 making some excellent flights and with the electric system had it landing under power.

Sunday 13th Feb

Only two turned up as some of the regulars were overseas. Jim Christie and Brian Alcock enjoyed some great flying with little to no wind. Jim spent his time trimming coupes while Brian was active as ever with his sporty models.

Sunday 27th Feb

Two enthusiasts found light winds with the rain holding off till 9.00 am. Jim once again flying his coupe making 120 sec flights while Les Esquilant was flying his Boxall 1956 open rubber model which should be a good performer in both vintage and O/R.



THE ORIGIN OF THE SPECIES.

How an aeromodeller developed.

By Dave Hegarty.

Being dumped in a church home with my brother before I was four years old was a good way for me to develop the interests and skills which ultimately led me to a lifetime of aeromodelling. I quickly learned that if I wanted any toys, I would have to make them myself.

There were plenty of open spaces and uncluttered playing fields so that things that flew had great appeal. Kites flew. The sticks were laboriously shaped from the splintered fruit cases and carefully ground down on the concrete steps with lots of saliva to help mould their shape. Unravelling jumpers and socks became kite lines and wet soap and newspaper created the body with tails made of torn rags.

Paper aeroplanes from pages torn out of school books were common. Crossed school rulers bound together made great boomerangs.

They all flew and we knew that the really good ones would fly right away and be lost. Paper planes landed on the roofs, boomerangs stayed hidden in the tree tops and kites slowly disintegrated as they dangled from power lines or disappeared completely when the flimsy tether lines parted.

When the home was taken over by the Army I was fostered out to an old lady in Goulburn. Instead of Homes' porridge, she had Cornflakes. On the back of a pack was a cut out aeroplane which actually glided if you threw it gently.

When my mother remarried she took me back and we lived briefly with friends near a park in Kings Cross. There I watched a lad fly a little glider. It also flew. It flew so well that it became lost in a high tree.

When the lad left the park I climbed the tree and retrieved the model but my triumph was short lived and its owner came back and threatened to beat me up if I didn't hand the plane back. I wouldn't - finders keepers was the rule so rather than an all in brawl he decided that I could keep the tail and fuselage (a balsa stick) and he would keep the wing. Honour was satisfied and all I needed then was to make a cardboard wing and I had my own glider.

Then I discovered real models.

We moved into an old Army hut in Centennial Park. It was an unlined tin shed with sand hills and open playing fields everywhere. On Sundays a model aeroplane club used the park for regular flying days so I saw control line and free flight models and was quickly captivated.

Col Williamson lost a rubber model in the top of an inaccessible palm tree so I visited it regularly to retrieve the bits that fell down. Arthur Butler gave me pieces of wings and tail planes which I clumsily restored.

Sometimes I was given an old broken chuck glider, all kept and modified to try emulating the wonderful flying models.

Then I found a hobby shop at the top end of Centennial Park. By dodging the tram conductors to avoid paying my fare, by chasing and retrieving golf balls and by gathering and selling beer bottles I found that I could fund my interests and actually build my own model aircraft.

At first there were the Model Aircraft kits. I built a Westland Lysander and a Spitfire with flimsy fuselages of 1/16 square balsa and flat bladed propellers. They skittered across smooth surfaces. When I climbed the water tower and launched them into the sky, they quickly dropped a wing and dived into the soft sand.

I met Laurie Cantwell who worked in 1 Bond St, the home of Model Aircraft. He sold me dope in a milk bottle and advised me not to build scale models which wouldn't fly. Model Aircraft had better flying models. The Thermalider - 30 inch parasol rubber model with diamond fuselage and a big prop with blades cut from 1/16 sheet. It glided from the water tower but I couldn't afford the rubber after paying four shillings for the kit. Next came the Swallow - a 30 inch glider with elegant tapered wings. Still four shillings and could glide long distances. I didn't know about tow lines.

And so the interest and skills grew.

I met Arthur Lonergan and Brian Beashel and discovered Flying Aces which published plans for rubber powered stick models. I built Arthur's Superstick and flew it at the Bankstown Nationals.

Bill Marden and Jack Finneran lived and flew in the Eastern Suburbs.

When my family left the army hut and moved to Pagewood I often heard Bill flying in local parks and rushed off to find him, guided by the wonderful sound of those big motors. Jack had a radio shop in Kingsford and used to sit in his shop carving wood propellers, preparing for the weekend of flying. I had a collection of broken props and later learnt to hack them out using a wood rasp and fishing knife.

Bill also sold me my first motor an ED Competition Special (I still have it). My first power model was a Banshee. It climbed like a rocket and stalled all the way back down. I didn't know what a CG was nor did I understand about positive and negative tails.

I learned what a Scramble contest was, so designed my first Scramble model. Balsa was 3 feet long and so this model had a 3 foot fuselage, two wing halves giving a span of 6 feet and a 36 inch long tail plane. It had great big air wheels. (I could afford these as I had a permanent job at weekends caddy for a man who paid me six shillings a day to hump his clubs around the golf course). By some fluke the model, which I called Panther, actually flew.

My first Wakefield consisted of bits and pieces given to me. I called it Mix Master. The propeller came from the top of a factory in Maitland and from it I learned about folding propellers.

I found a factory in Mascot which manufactured laminated wood props for Tiger Moths. I scrounged off cuts of 1 inch maple and made my own propellers.

Brian Beashel, Arthur Lonergan and I spent a lot of time flying on the sand hills around Daceyville and on some of the racecourses near Mascot. On the nearby aerodrome were wrecked Avro Ansons so we stripped off the large pieces of 1mm ply as we watched the Super Constellation and DC6s come and go.

No-one ever chased us off.

I joined the NSW Aeromodellers and on Sundays caught a tram into Hobby Co in George Street. Here we climbed with our models onto the back of a truck which took us out to places like Bankstown Aerodrome, Dumbleton (now Beverley Hills), Prospect or Auburn (near a naval munitions dump) and sometimes a paddock near Botany.

I ordered a Kalper .32cc diesel from England but they sent me a Mills .75 as the Kalper was discontinued. I built a lovely model (OD) for the Mills. It had a triangular fuselage, parasol wing, twin fins and single leg undercarriage. The last time I saw it was as it disappeared over Prospect Reservoir. The signs said "No Swimming" so I had to give up. It was many years and a few more lost models before I learned about shoe laces soaked in salt petre and fin operated D.Ts.

I wanted to be a pilot but there were too many left over from WW2 for me to get a job so I tried various other professions. I baked biscuits, I made glass bottles, I was an industrial chemist, made Fanta's and Licorice Allsorts, unloaded steel and beer from railway trucks and finally went to Bathurst Teachers College.

After graduating, in my four years teaching south of Hay I rediscovered the joys of aeromodelling. I built control line aircraft and A2 gliders and then power models. The farmers were fascinated but I was on my own, taking quick trips to Hearn's Hobbies in Melbourne to buy Balsa and other supplies including a 'you beaut' E. D. Racer.

Back in Sydney I found Ken Napier and the Metropolitan Free Flight Club. I married Peggy and took her flying to Camden and promptly lost my A2 glider SATU, an Aeromodeller plan. I chased it more than eight miles and Peggy thought I was lost too as I collapsed under a tree and went to sleep for a while.

Peggy and I took over the running of MFFC. I built the models and Peggy typed the newsletters and ran the contests with a stop watch and clipboards.

We flew in various places: Bankstown Airstrip, Camden Airstrip, Schofields Naval Base, Riverstone meatworks and subdivisions anywhere we could, being gradually pushed off as the aircraft industry spread and the light aircraft and gliding fraternities were muscled off. We even flew on Narrabeen Lakes and had a few years of fun with flying boats and R.O.W. events.

Over the years our members disappeared. Peggy died. Ken Napier lost a leg in a motor accident. Johnny Tucket also lost a leg from cancer. Brian Beashel died of asbestosis in the lungs. Arthur Lonergan is still with us and Brian Alcock is often on the flying field. Art Butler remarried and went to Queensland. Col Cox took up sailing after he and Patti lost their son in an aircraft crash. Keith Murray is still around but Barney Allen is gone and Merv Nelson disappeared.

Attrition and technology have depleted the aeromodelling ranks but some of us still remember what it was like to be a real aeromodeller with glue on our knuckles, razor blade cuts on our fingers and balsa dust in our hair.

Contest & Fixture Calendar 2011

Date	Event	Venue	Time	C/D
Mar 18	General Meeting	Harris Park	7:30 pm	
Mar 20	1 Hour Scramble, Combined Open	Richmond	7:00am – 1:00pm	John Corby
Mar 26-27	Victorian State Champs	T.B.A.		
Apr30 - May1	Veterans Gathering	Muswellbrook		
May 15	State Champs Scramble, Combined %, Control Line flying BBQ Lunch	Richmond	7:00am – 1:00pm	Roy Summersby
May 20	General Meeting	Harris Park	7:30 pm	
May 22	P30, Diesel Duration, Combined Open	Richmond	7:00am – 1:00pm	Tahn Stowe
May 29 / 5	Southern Cross Cup - AFFS Champs	Narrandera		S.S.C. T.B.A
June 19	Combined Vintage, HLG/CG, P30	Richmond	7:00am – 1:00pm	Gary Pope
June 26	Russell Forth Scramble	Illawarra		
July 2-3	Trans Tasman Scale Sat & Sun Fun Fly Sunday, including ½ Hour Scramble, C/L Flying BBQ Lunch, Fun Flying with Kiwis	Richmond	7.00am	Tahn Stowe Roy Summersby
July 15	General Meeting	Harris Park		
July 24	½ Hour Scramble, Combined Open	Richmond	7:00am – 1:00pm	Jim Christie
Aug 14	Combined %, Multiple Entries.		7.00am-1.00pm	Terry Bond
Aug 27-28	Oily Hand Day	Cowra		
Aug 28	½ Hour Scramble + Tomboy Mass Launch. Mentor C/L. Fuller Day Stomper, Zoot Suit & Dixielander	Richmond	7:00am – 1:00pm	Roy Summersby
Sep 11	Scale Rally, P30, Vintage Rubber	Richmond	7:00am – 1:00pm	Chris Dudley
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 FIG, H & J, Combined 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 on 0402329078
Terry Bond on 0417027579

MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.

Newsletter

NO. 01/2011

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Manual of Procedures

The Manual of Procedures is a "live" document and is continually being updated. Please check the MAAA web site from time to time to ensure that you are aware of the latest editions of the documents. The MAAA has recently released the following amended documents in the Manual of Procedures:

MOP014 – Procedure General Model Rules - has been amended to highlight minimum distances for vehicle parking at model facilities.

MOP027 – Guideline for the Award of Wings - amended to reflect a request from the 2010 Council Conference to put in place a disciplinary process for MAAA Instructors.

MOP033 – Travelling With Models Advisory - As the MAAA is not in a position, nor does it have the expertise, to provide definite procedures or policies in the case of Dangerous Goods; with the assistance the Qantas Dangerous Good Manager, this document has been produced as an advisory to members when carrying models with airlines.

MOP015 – Heavy Model Aircraft Inspection and Operation Procedure.

MOP025 – Pulse Jet Rules.

MOP030 – Gas Turbine Rules.

Forms:

MAAA014 – Check list for Inspection of a Fixed Wing Model Aircraft.

MAAA030 – Giant Model Aircraft Pre and During Construction/ Assembly Inspection Assessment Form.

MAAA033 – Check List For Inspection of a Rotary Wing Model Aircraft.

MAAA038 – Permit to Fly

MAAA039 – Check List for Inspection of a Gas Turbine Model Aircraft.

MAAA040 – Check List for Inspection of a Pulse Jet Model Aircraft.

All amended as a consequence of the production of a single page Permit to Fly. See following item.

Permit to Fly

Following considerable work and effort by several MAAA Subcommittees and the MAAA Executive, a web based, single page Permit to Fly is now available from the MAAA website www.maaa.asn.au (Form MAAA038).

The Permit to Fly is to be used in conjunction with the associated check list for the model type being inspected. All Check Lists are found in the Form section of the MOP, numbered as indicated in the previous item.

The top portion of the Permit to Fly, Check List and associated forms in the case of Giant Models, remain with the owner and just the bottom portion of the Permit to Fly as indicated, is to be returned and retained by the State Association for three years. Full details are covered in the revised MOP015 Heavy Model Inspection and Operation Procedure.

Frequently Asked Questions

A recent addition to the MAAA website at www.maaa.asn.au is a Frequently Asked Questions page. The page is broken up into two sections at this stage, one for general questions and the second relating to questions and answers regarding 2.4GHz equipment. The intention of this 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.

New Australian Record

After several delays with weather, on 22 and 23 December 2010 Anthony Mott was successful in an attempt to break the previous Australian and World endurance record. Over the two days and one night, Anthony and his team kept his 'Tedium' airborne for 28 hours and 43 seconds. The previous Australian and World record also set by Anthony in January 2009 was 12 hours 5 minutes and 20 seconds. This new time has been ratified as a new Australian record and documentation has been forwarded to FAI for ratification as a new World record.

At the time of writing this Newsletter, notification has been received that Anthony, in another attempt on 24 - 25 February increased this endurance time to 29 hours 26 minutes and 55 seconds. This latest flight has yet to be ratified as a new Australian or World record. Congratulations to Anthony and the large team required when establishing such records and being able to maintain the effort over such a long period.

Preliminary 64th Nationals Report by the Nationals Chairman

I am pleased to be able to state that according to many competitors who attended the Nationals at Dalby over the New Year period "this was the best Nationals they have ever attended".

I believe those kind of statements testify to the hard work and dedication of the entire National's Committee over the last twelve months in spite of a number of hiccups along the way.

I wish to acknowledge the tremendous effort put in by the members and families of the Dalby Model Aero Club. Without their assistance this event would not have come to such a successful conclusion. To all of those unsung heroes my heartfelt thanks. In particular I offer thanks to the Western Downs Regional Council for their very generous financial and logistical support leading up to and during the conduct of the competition period. This support came from Mayor Ray Brown, CEO Phil Berting, and Councillors Charlene Hall and Carolyn Tillman. It was fantastic to receive their support and requests that the Nationals would not be cancelled as the economic boost to the entire Dalby community was badly needed at a time when every bit of money spent in the town would help assist in recovery after years of drought and now floods.

Although we had to delay the start by two days, nearly all events scheduled to be held were in fact run. The time lost was caught up in the first day and the program carried on under glorious sunny skies, very light winds and temperatures in most cases far less than those recorded as far south as Melbourne.

To the Contest Directors, event contest directors, Special Interest Groups and anyone who assisted in any way, your efforts were greatly appreciated and contributed to the success of the competitions in all disciplines.

Last but not least, to the citizens of Dalby who welcomed us with open arms and smiling faces at all times in spite of their recent adversity, on behalf of everyone who was present at Dalby, the logo "Friendliness and Open Spaces" can in no way describe the true fighting spirit of the entire community. To each and every one of you I extend the biggest thank you that is possible to give. I feel truly appreciative and humbled by the warmth of the community spirit of the entire town.

*John D. Taylor
National's Chairman*

F3C (Helicopter) 2011 World Championship Team Trial

Following the unusual situation surrounding the F3C team trials which was cancelled at the 64th Nationals due to lack of entries, the two members who entered indicated they still wished to be considered for the team. It was agreed by the MAAA Executive that subject to the confirmation of the Helicopter Subcommittee through the Chairman that they meet suitable standard, they be accepted. This was confirmed and letters of offer of team positions have been sent to the members.

F3D (Pylon) 2011 World Championship Final Team Trial

The 2011 F3D Pylon World Championships are being run in Australia from the 12 to 14 August in Bundaberg, Queensland.

This year for the first time and with very little notification, there will be a Junior World Championship for F3D. This will mean that each team competing at the World Championships will be allowed to have one Junior Pilot & his caller in the team. Team trials will be announced by AMPRA once dates and location are known and confirmed.

In addition to the competitors, the Organising Committee for the 2011 F3D World Championships would like to hear from as many members or interested people who

wish to be part of this event in the capacity of a helper. A World Class event such as this requires an enormous amount of outside assistance. Anyone able to help should contact the Secretary of the 2011 F3D Organising Committee at secretary@F3DWC2011.com

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.

Proposed Events for Team Trials.

South Australia State Championships, F2A, F2C, F2D. Adelaide Cup weekend. 12 -14 March 2011 Monarto/Callington. (Dates and venue TBC).

Western Australia State Championships. F2C on 27, 28 and 29 May, 2011
No F2A event scheduled. F2D -Sunday, 22 May, 2010 Whiteman Park.

Victoria State Championships. F2C at Frankston. (22nd April 2011). F2A, F2C and F2D at Frankston (23 April 2011).

New South Wales State Championships F2D. June long weekend. Whalan Reserve (TBA). F2A and F2C. 1st, 2nd and 3rd October (long weekend) Twin Cities, Albury.

A single team trial for F2B will be held at Whalan Reserve, Whalan, Sydney on Monday, 13th and Tuesday 14th June, 2011.

World / Continental Championships and Trans Tasman Events Calendar

2011	
EVENT	Awarded to
F1 A,B & C	Argentina Dates: 2 – 9 May
F3A	USA – Muncie Dates: 23-31 June
F3B	China – Dates: 23 – 29 September
F3C	Italy Dates: 18 – 28 August
F3D	Australia Dates: 12-14 August
F3K	Sweden Dates: 4-10 July

2012	
EVENT	Awarded to
F2A, F2B, F2C, F2D	Bulgaria Dates: August/September
F3J	South Africa Dates: 5-12 August
F4C	Spain
F5B, F5D	Romania
Space Models	Slovakia
F3A Asia – Oceanic	China - Tent
F3C Asia – Oceanic	China - tent
F1 Trans Tasman	Location TBA Dates: Easter

SPINNING PROPELLERS ARE DANGEROUS