



# *VICTORIAN MODEL AERONAUTICAL ASSOCIATION*

*The Aero Modeller's Newsletter*

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Visit our web site at [www.vmaa.com.au](http://www.vmaa.com.au)

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Volume 4, Issue 15, October 2012

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## **VRF Mammoth Scale Fly In Shepparton 14 to 16 September 2012**



## **Oh so Sweet**

*Gary Flanagan, President of VRF with his beautiful Stearman.*

*The VRF Mammoth Scale Fly In at Shepparton is arguably the best Scale Fly In of the year. The weather was fantastic for both days with over 90 pilots and 150 models to cast your eyes upon.*

*Congratulations to VRF Committee, Members and supporters for a fabulous weekend*



## For the Record...

Spring has sprung as they say, but the weather is still acting weird. We have had some lovely days and others like winter all over again. The wind has been horrendous over the past few months but on a good note, our dams have hit 80% capacity.

We have seen some fantastic events this last quarter with the highlight being the VRF Mammoth Scale Fly In. This year things just went to plan with plenty of pilots and models. I was lucky enough to attend some racing events and I must admit, it is a lot of fun if speed is your thing. I have bought myself a Texan to give it a go. I have had some great help from Les Davis from the Bendigo Club who likes to help out and get more people racing. The racing fraternity is not a large one, but one that does have a lot of fun and enjoys the discipline.

The next three months we will hopefully see some better weather and a number of displays/fun fly's being held over our great Association. We also have some Club anniversaries with Helicopter State Championships to be held at the State Field. This will be the first time for this event to be at the State Field and we should see some great flying over the weekend. The Annual TCMAC Float Fly In is also on in October and is another fantastic weekend.

So if you have an event that you would like to advertise in the VMAA Newsletter, please send me an email with some information and a flyer. PDF format will be fine. If you are a commercial business and would like to place an ad, please give me a call or send an email and we can discuss.

### Just a Reminder..

The newsletter will be going fully electronic as from July 2013. Please make sure you have updated your email address via your Club Registrar or you can use the VMAA Web Site to register. It is your responsibility to make sure your details are up to date.

To make it that much easier for you, electronic links are now been included for the Calendar of Events, DVD Library and the MAAA Newsletters. Just click on each link to take you to the appropriate area as these items are constantly being updated. Or you can go straight to the VMAA web site [www.vmaa.com.au](http://www.vmaa.com.au) to access a lot more.

As the summer approaches us and hopefully the weather becomes hotter, please make sure you wear the right clothing, hat and sun screen. You cannot be too careful.

Until next time, keep your face into wind and your wings level.....

**Ed...**

### Closing dates for VMAA Newsletters

December 2012 Closing Date = 20 Nov 2012

If you have an article, event or just information you would like to share with all modellers, please send an email or contact the Editor to discuss. All articles are considered, space is always an issue so first in will have the space. There is no charge for Club events or Display Days to advertise in the VMAA Newsletter.

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*If you have a business and you would like to advertise in the VMAA Newsletter and reach 3000 modellers plus. No problem, just send an email or give the Editor a call.*

### The fees for Financial Year 2012/2013 are:

	MAAA	VMAA	Total
Seniors	\$60	\$52	= \$112
Juniors	\$30	\$26	= \$56





## FLYING FIELDS

We, at the VMAA do not think that anyone would argue that the most important matter is the use of a flying field from which to function.

With this in mind the MAAA has a policy of supporting State Associations and Clubs to acquire suitable properties to go some way to guarantee the future of Aeromodelling in Australia.

In Victoria we have a number of Clubs that have secure tenure because they or the VMAA own the property from which they fly and operate.

These Clubs are Pakenham and District Aircraft Radio Control Society; Sale and District Model Aero Club; Valley Radio Flyers; and Twin Cities Model Aero Club.

Each of these Clubs hold their property through various arrangements, but they all have one thing in common. A person or group of persons committed themselves to finding and then putting together an arrangement from which their local Club could secure their future and tenure.

VMAA would like a local club to investigate in their local area and see if there is any suitable property that could be used as a flying field. It may be that the first proposition is rejected but without some effort from the local Clubs there will be no permanent flying field established.

It would be difficult to give you any criteria to assist in your search but the flying site must be of a size to allow multiple discipline use and also not likely to be swamped by suburbia in the short term.

So, the challenge we at the VMAA would like to issue to all Clubs is to locate a site; put together a proposition; submit it to the VMAA and be prepared to argue your case. If at the end we can agree on the concept we will work with you to put together a finance package that will bring the dream to reality.

**From  
Your VMAA Committee**

***KMRC JETS not only sells KingTech Turbines, but is the new Australian dealer for Der Jet Models.***

***KMRC JETS also sells Airpower Jet Model Accessories and Trim Aircraft Accessories***





## Secretary's Report October 2012

### VMAA Country Meeting – Cohuna 4-5th August

This Country meeting was hosted by the Cohuna Model Flying Club. The format for the weekend was to just socialise with the members on the Saturday. The Saturday night Dinner was followed up with a questions and answers style of meeting with the members. There was a varied array of questions from the membership which covered a number of items.

The Sunday was followed up with a Bronze Wing training session. The VMAA has found that the members have benefited quite well from having the VMAA Committee attend for the weekend. If any club would like the VMAA Committee to attend for a social weekend for a Q & A meeting, then please contact the VMAA Secretary for information.

### VMAA Committee Elections

The VMAA elections were held on the Thursday 19th July 2012. The VMAA Executive would like to welcome to the Committee Robert Koren as the Webmaster.

Robert has a background in IT, and therefore will be able to assist in making our Web Site that much better and provide up to date information which will be more beneficial to the membership. If there is anything wrong with the site, or if you have any suggestion that our site could benefit from please feel free to contact the Webmaster.

### VMAA Minutes

The VMAA minutes are emailed out to all Club Secretary's.

If your club is not getting the VMAA minutes, it's probably because the Club Secretary has not passed on their email address to the VMAA. If your Club wants to know what is happening within the VMAA, please inform the VMAA Secretary of an email address you wish the minutes/information to be sent to.

### Field Purchase

Since the advertising of the Bairnsdale Club seeking land to purchase for a flying field, the VMAA has been inundated with questions from Clubs re what are the criteria in purchasing land.

At present we have 4 Clubs that could be in suitable area's to have another State Field, or even have their existing Club field purchased for them. Although having an interest in purchasing land sounds great the reality of getting it done is not all straight sailing, as there are hurdles to get over.

Firstly the site has to meet height clearance of approx 1500- 2000ft; it has to have Local Council

permission to meet their recreational zoning. Once the above is met, then negotiations can proceed with the land owners in purchasing the land.

### FPV Flying (First person view)

CASA has contacted the MAAA to forewarn that they intend to prosecute a number of members of the public who have been found to be operating FPV/s outside the CASA regulations.

Not so long after we were informed of this, we had CASA request our assistance in following up on a Club that had posted on YouTube activities that were also not within CASA or MAAA procedures. The Club involved have assisted the VMAA and the MAAA with the enquiries.

All members that are flying using FPV are to be reminded to make sure they fly within the CASA and MAAA guidelines or face any charges that CASA may enforce.

### Safety and Incidents

The MAAA has had quite a few Incident reports all involving hands in props. Members are reminded that a Spinning prop is Dangerous.

It is up to all Instructors to make sure new member students are made aware of how important it is to keep clear of a spinning prop. Although we must remind ourselves it is everyone's responsibility to be aware of all the current safety precautions.

### Avalon Airshow - March 2013

The VMAA will once again be attend the Avalon Airshow, this will only be a Static Display as per Avalon 2011 event. The VMAA gets a lot of public attention at this show, and once again will be looking for assistance from the members to make this event a successful one.

If you can assist at this event by providing models or assistance on our stand on one of the 3 days, please contact the VMAA Secretary for further details.

**VMAA Secretary**  
**Chris Caulcutt**








 You are invited to the:  
**29th Annual**  
**SEAPLANE EVENT**  
 OCTOBER 12th 13th and 14th 2012
 



**Location: Table Top Reserve**  
 Table Top Road  
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For details contact:  
**David Balfour**  
**Ph (02) 6043 3169 Mob 0407 953 903**



Enter on line at: <http://www.tcmac.com.au>  
 Or complete Entry Form and enter on the day



**AUSTRALIAN ELECTRIC FLYING ASSOCIATION**

**SWAN HILL FUN FLY**

**October 13-14, 2012**

Swan Hill Model Aero Club  
 Blackwire Road, Swan Hill, Victoria




Come and join in the fun and excitement of electric powered aero-modelling at the Swan Hill Model Aero Club. Incorporating many facets of electric powered aircraft from park-fly to large scale, EDF and helicopters. The latest in technology and a wealth of experience are displayed and explained in an open and extremely social environment. This event concentrates on the latest technology in our fascinating and rapidly developing sport.

- Bring any of your electric models and enjoy the relaxing format.
- Camp/caravan at the club field, shower and toilet facilities available, or stay in town at one of Swan Hill's many fine motels.
- Saturday night will be catered with a roast dinner and night flying at the field.
- Mega Raffle
- Action starts Saturday morning. All participants must be MAAA affiliated.
- Informal dinner/social at a local pub Friday night from 6pm.

Proudly supported by the following sponsors





Call 0407 929 735 for AEFA info  
 Call 0419 113 897 for more info on SHMAC

# VMAA Country Visits

By Ed

Apologies to the SAM Club for this article not appearing in the July Edition as intended, but there were a number of articles I had to leave out based on room. However, plenty of room this time round so let's get going. The country visits as has been mentioned before allows our country Clubs to not only meet the VMAA Committee, but provides the opportunity to present questions and concerns the Club(s) may have. These sessions allow the clearing up any doubts or confirming certain rules and regulations to ensure safe flying or better understanding of a requirement. The VMAA held two meetings between May and August. The first took us to Sunraysia Aero Modellers (SAM), 26 to 27 May 2012 and the second to Cohuna Model Flying Club on 4 to 5th August 2012. Both meetings were opened to any other Club that is close by to try and make the most of the visit and address as many questions and concerns as possible.

## *Sunraysia Aero Modellers 26 to 27 May 2012*

Being one of our Northern most Clubs, some of the VMAA Committee set off driving on Friday so we could spend the Saturday with the Club members before the scheduled meeting on Sunday. The weather leaving Melbourne was horrible, with rain, wind and in some parts, hail. This continued as we drove up the freeway with the conditions not abating until we reached Bendigo and eventually, things started to settle down. We all hoped the weather in Mildura was going to be a lot better so we could enjoy the weekend. As the kilometres passed us by, the weather started to fine up.

The weather on the Saturday was overcast with a steady breeze and this continued for the rest of the day with the occasional gusts. When the sun did break through, it was pleasant. Saturday was well attended by Club Members and was a great way to break the ice and introduce ourselves. The best part of any visit is that we share a common interest and it did not take long to discuss a number of things along the way to do with modelling.

Rob Pederson, SAM President and Club members organised a BBQ lunch for each day which was appreciated.



*Runways are well position which allows take off from almost any direction.*



*A fantastic turn up for the meeting. A number of questions were tabled which address certain Club concerns. This is what these meetings are all about*

Hospitality was first class by all concerned for the whole weekend. Michael Timms, an ex-President of SAM, offered his latest review model, the Mongoose Modelz Katana, to be flown by anyone who had the inclination. Yours truly brought up a quarter scale cub to fly but it was short lived with aileron issues. Michael was quick to offer the Katana so I would not be grounded for the entire weekend. I was grateful for the opportunity and there was no shortage of pilots standing behind me for a quick feel of the sticks. Great machine.

One thing that struck us on our arrival to the SAM field was the first class facilities available. The Club has worked hard to achieve what it has with some assistance from local businesses such as Steel Line Mildura, Coventry Fasteners, One Steel Mildura and Malidot Fabrication. VMAA supported SAM with some funds and of course a lot of donated hours by Club Members themselves. After a good days flying, talking, and reviewing what SAM had to offer, we adjourned for the day and prepared to have dinner at the local RSL.

This was well attended along with the SAM Committee and a number of Club members. The evening again was enjoyable and number of good conversations was in full swing. Good company and good food, a combination that always hits the mark.

Sunday morning we were off again to the SAM field to have a Q & A session with the gathered club members. 22 Club members attended, two being from the Robinvale Club. A good turn out with both SAM and the VMAA Committee appreciating the attendance. The session went for about 90 minutes with a number of questions asked. The majority of questions were in regards to safety, 30 metre rule, types of RC equipment allowed, field layout and display days.



*Facilities at SAM are excellent with great support and work from the Club Membership. The VMAA assisted by providing some financial assistance, however, a number of the local businesses provided material support to achieve first class venue. There are also camping facilities and amenities.*





*Dinner Saturday night was well attended which was held at the Mildura RSL.*

visit as well.

### ***Cohuna Model Flying Club - Visit 4-5th August***

This trip took us north as well, but not as far and closer to the centre of Country Victoria. The trip was pleasant and after a couple of hours or so, we finally reached our destination before twelve. We were greeted by a number of Club Members including Club President Lyn Clifford and Secretary Trevor Taylor enjoying their facilities. What stood out was the main runway of the Cohuna airfield. The runway is not a main airport and is used predominantly for medical flights. So the question you would ask would be "why is the Club so close to



*President of Cohuna Model Flying Club, Lyn Clifford preparing his Russian model for flight.*

the airfield". Simple really, the Cohuna Model Flying Club was their first and established. The Council, to their credit, acknowledge the Club and from there a harmonious relationship was established.

Communication between the Club and Control Tower are simple and works very well. It is great to see local council and a Club like Cohuna work together and achieve a win win outcome.

The rest of Saturday was spent talking with Club members and flying various types of models. The weather was behaving itself which allowed for good flying for most of the day. Even our illustrious treasurer, Brian Dowie bought out his "Old Timer" to have some fun. This was followed by the VMAA Secretary, Chris Caulcutt trying out his new pylon racer and Vice President, Greg Lepp having some fun with his electric

The VMAA Committee Members provided information and reinforced either known or confirmed known procedures/rules. Part of the session was to look at the field layout and how the 30 metre rule is interpreted. At the end of the day, the VMAA Committee believed the weekend was very successful and thanked all who attended and participated in the visit. It was great to see a number of Club Members from SAM and Robinvale to



*A number of Club members from Cohuna came out for a fly and to meet the VMAA Committee*



## **The Melton Model Aircraft Association**

**PRESENT**

### **AN OPEN DAY AND FLY IN**

**At Mount Cottrell Reserve, Faulkners Road, off Griegs Road. The entry gate is where the tarmac road ends, follow the signs past the bike tracks, to the bottom of the road. (Melways 222 C6 or Key Maps Page 7)**

**SUNDAY 11<sup>th</sup> NOVEMBER 2012.**  
**(DAY AFTER THE DJERRIWARRH PARADE)**

**FROM 11.03 TO 3PM**

**LARGE SCALE AIRCRAFT. WARBIRDS.  
UNORTHODOX MODELS.  
SPORTS MODELS. HELICOPTERS.**

**LOLLIE DROPS FOR CHILDREN  
YOU CAN HAVE A TRY AT FLYING ONE OF THESE  
RADIO CONTROLLED MODELS,  
SEE HOW YOU LIKE IT.**

**HAMBURGERS- HOT DOGS- HOT AND COLD DRINKS**

**FREE ENTRY**

**CONTACT DAVID AXON 9747 3407 OR IAN 8743 4184  
FOR MORE DETAILS**



*Having a roast dinner at the Cohuna Motel. Good food and company with a Q & A meeting to follow.*

night, the aim of the meeting was achieved and the Cohuna Club finally identified the VMAA Committee and realised anything can be discussed so a better understanding can be achieved.

Sunday morning, after a hearty country breakfast, off to the field we ventured for more discussion and to provide some Bronze Wing training via explaining what was needed and how to complete the assessment. Unfortunately, the weather was not as its best with the wind picking up considerably making training difficult, but not impossible. The day also needed the right models for the Bronze Wing assessment as completing the manoeuvres became a challenge.



*Happy snap of a very proud group of modellers. Thank you for your hospitality and camaraderie*



*Some of the founding members of CMFC when it started in 1974. Max Heap, Trevor Taylor, VP, Robert Taylor and President Lyn Clifford.*

*What was of interest was the original minute book from 1974 and contained the very first entries. The book was proudly placed on display.*

After a quick lunch and final chats we bade farewell to Cohuna Model Flying Club Members and thanked them for the great hospitality and the opportunity to meet and discuss a number of items/issues. The VMAA Committee would like to express their thanks and appreciation to the Club for making the visit such a success. If any country Club wishes to have a VMAA visit, please contact the VMAA Secretary, Chris Caulcutt. Well done to all.

**Ed.**



*A well maintained field and comfortable facilities. A lot of work by a small proud country Club. The Club and local council have a strong relationship and work very well.*



# F4C SCALE WORLD CHAMPIONSHIPS ARAGON SPAIN 3 TO 12 AUGUST 2012

*Noel Findlay and his wife Sharon attended the world championships as newbie's on the block. Many sacrifices, long hours and frustrations along the way, but with a determination that would see them on the world stage. We are lucky to have a brief insight to a great story. To Believe in a Dream.... By Noel Findlay*

Over the last couple of months you would be excused for thinking that the only sporting event on in the world was the Olympics, with all the hype about how many medals would be brought back, who had designed the team uniforms, whether their accommodation was up to scratch and of course Qantas being the official carrier of the Olympic Team – Away from all this hype a small group of Australians were preparing for their own Olympics – namely the F4C Scale World Championships in Aragon Spain – this is my story.

For many years now I have had thoughts about competing at a World Champs and had been looking for an aircraft that I could fly competently and have a reasonable static score – the Fox Moth I hoped would be this aircraft. After a solid month of working on nothing but the Fox Moth it was finally packed into a custom built box and delivered to Model Engines in Melbourne who had agreed to handle the shipping to Spain and back – this was no small task and the professionalism at which it was accomplished was greatly appreciated.

So on a cold Melbourne morning we arrived at Tullamarine Airport to be met by the rest of the Australian Team, namely Noel and Jan Whitehead, David and Caroline Law and their beautiful daughter Ashleigh, now known as Panda. We would be met in Bilbao Spain by Bill Kirk and with myself and my wife Sharon that made up a team of 8, the adventure was finally starting.

As we were checking in our baggage I noticed that David was talking to one of the Captains for our flight, turns out that this was Richard Fraser who is a member of David's Club, OK now I'm impressed and this trip was an A380  
Halfway into the first flight Caroline came down to our seats and told us that when the plane landed we were to make our way to the back of

the plane and then proceed upstairs and head to the front. What followed was a tour of the A380 cockpit, not a bad start I thought as this was our first trip overseas. Our next flight was also an A380, although this was Air France.

After arriving at Charles De Gaulle Airport in France I was blown away by the fact that we had to catch a train and a bus all within the airport just to catch the next flight to Bilbao in Spain. After arriving in Bilbao



*Having a look at the business end of a A380. David Law (L) and Noel Findlay (R). the smiles says it all...*

we met Bill Kirk and picked up two hire cars for the 3hr trip to Jaca where the World Champs were held. So after programming the GPS units that we weren't really allowed to use in Spain we headed for Jaca being ably directed by the GPS unit in the front and Jan in the back (sorry Jan, love your dearly).

The countryside in this part of Spain was breathtaking and Jaca was a beautiful town with old villages all around. After arriving at our accommodation we decided to take a quick trip out to the airfield, one to see where we would be flying and two to see if our boxes had arrived in one piece.

**WARRACKNABEAL MODEL  
AIRCRAFT CLUB**

**21ST MALLEE RALLY**

**20th & 21st OCTOBER**  
9am Start

MAAA CARD Required

Silvertone Frequency Board, 2" KEYS

All facilities at field,  
Camping, Hot Showers

Models weighing over 7kgs,  
require a Heavy Model Permit

**For Enquiries, Phone Peter 0458 368722**



*David Law's Pits 2A (L) and Noel Findlay's Fox Moth. Both models fly beautifully after hundreds of hours of work and commitment. Again, the Australian team held their to mix it with the world best.*

The air strip is surrounded by mountains and entry to it was like driving through a quarry with a narrow road and always a truck coming the other way, but the facilities were impressive with a huge temporary hangar erected for competitors and models, static had its own marquee and at the end of a hard days competing we even had a pool at the the Aero Club.

**Day 1** – It started with us assembling the models, this is no small task as the aeroplanes are broken down as small as possible to get them in the smallest size box, even the motors and tanks are taken out as they have to be flushed out before they can be shipped in an aircraft! It was hard to keep concentrating on your own aircraft when the top models in the World are coming in. I was about 3hrs into putting my

Moth together when my heart sank, I was missing 2 pieces of the aeroplane – 2 fairings that go between the horizontal and vertical stabiliser. I knew I was in trouble as I didn't remember wrapping them, they would have been the first thing I took off the model and being dark blue and fragile I must have put them to the side as no matter how many times I looked in the box they just weren't there. I was devastated, 1 how could I be that stupid and 2, I would let everyone down, I wondered if I should start putting it back in the box.

I sat down just staring at the model, it didn't take long for the others to notice I was in trouble, it was then that I heard something that I will never forget as David came over and said "we are a team and nobody is on their own, with that Noel Whitehead headed over to reception and contacted Australia and had teed up with Roger Carrigg to go to our house and collect the offending pieces to put them in a tube and have them sent to Spain. After all this I went back to working on the plane. Noel had spoken to the Static Judges who had agreed to bump me to the last for Static judging but it would be very tight and I needed a back - up plan. After a lot of thought I started to think about what I could use to fabricate replacements and as the pieces were aluminium we scoured the local supermarkets and came up with an aluminium dish. After thinking with a clear head I decided to cancel trying to get the parts over as I was reasonably confident that I could now fabricate the fairing out of what we had, and luckily my wife had brought with her some matching nail polish, Maybelline Guards Red, Maybelline Royal Blue and Maybelline Silver Butyrate. How lucky was that!

**Day 2** - After a couple of hours work I had new fairings fitted and painted that didn't look too bad, although I wasn't able to reproduce the compound curve at the front I hoped the dark colour would not make it too noticeable. Today was also the Opening Ceremony, this was held in an old Military Fortification in the heart of Jaca and I must say very well done. I will admit to an extreme sense of pride standing under our flag, flying in a foreign country and looking forward to the days ahead!



## MODEL AIRCRAFT CLUB OF SUNBURY INC

PO BOX 271 SUNBURY 3429 [www.macsunbury.asn.au](http://www.macsunbury.asn.au)

# Annual Auction

October 13<sup>th</sup> 2012

**Here we go again !**

**Come along and make it our biggest auction yet!**

**You never know what will be there on the day !**

**Time for a change – sell the old, buy another pre-loved treasure.**

**Everything must go.**

**The auction is scheduled to start around 12:30 pm, but we will be registering goods for sale from 10:30 am.**

**DOOR PRIZES – RAFFLE**

**\$2 entry fee**

**Hot dogs and refreshments will be available from 10:30 also.**

**St. Andrews Uniting Church Hall  
Barkly Street, Sunbury (Melway 382 E4)**

**Enquiries: John Sutherland 03 9338 4563  
Or Bruce Palamountain 03 5428 7492**



**Day 3 - Practice Day** - Today was our allotted practice time 8.00 am to 9.00 am, we were up early and waiting to be picked up at the edge of the runway by 7.45am, the trouble was our transporter didn't turn up til 8.15am this now meant we had less than ¾ of an hour to get the two aircraft tuned and flight tested for the competition. This is one of the disadvantages we faced as our aircraft are completely disassembled with motors removed to ship whereas all the European competitors arrive in trailers with just the wings removed! However we got in one test flight each with a couple of touch and go's and everything appeared to be working as it should. We also knew that we would have to be careful with the crown in the runway centre!

It was also David's turn for Static Judging. After David returned from the Static tent he was a bit concerned about the amount of time the Judges had spent on the front view as there was a lot of hand gesturing, standing up and discussions. It turns out that the reason for so much attention was that they could not fault the front view and he received a 10 from each of the 3 judges!!!

**Day 4** - This was a day that I will remember always as it was David's first round of flying, my static and also my first round flight, my first round at a World Champs. Spain like Australia seems to have its best flying weather in the morning as the wind and heat pick up through the day, so I was hoping for an early draw. After the flight order was posted David was flying about 11.30 am. This clashed with my Static Judging time so we were unable to go and support him with his first flight, also my static started at 11.30am and the Judges broke for lunch between outline and colour and detail. The meant we were in static for almost 3 hours. On David's return he was not unhappy with his score but knew it needed to be improved, we had been concerned about the crown in the runway centre but so far so good.

For those of you who have not had the pleasure of being static judged it was best described by Mick Henderson of the British Team who said and I quote "I would rather have a root canal than be static judged" an apt description, I would describe it as having your guts ripped out, you put your heart and soul into these models and you have to stand motionless and trying not to listen (but you do) as you are confronted by lots of head shaking, head scratching and shrugging of shoulders and whispering that seemed to include a lot of 6's it hadn't gone well, finally we were out of the static tent.

I didn't have much time to dwell on how we had done in static as my flight time was approaching, my flight time I think was 5.45 pm and the wind was blowing between 45deg and 60 deg across the strip and about 12kph(.) I had discussed this with David earlier during our test flights and we agreed that rather than take the easy way out and land and take off into the wind(.) if it was within our capabilities we should land and take off on the strip as even using the width of the strip gave you slightly more into wind. As we thought this would be more impressive for the Judges.

Finally the number in the ready box went from 2 to 1, this was it, we had come halfway around the world, we had sold our house to finance the trip, was I insane, there was a thousand places I would rather have been than in that ready box. I kept telling myself that I have done this a hundred times before, just go out and do what you always do, so with everyone watching I walked the aeroplane out to the runway. I turned to have the whole team behind me place the starting equipment on the runway and all of them wish me luck. This was a big moment for my wife as well as she had only called in comps for me twice before and now she was about to call at a World Champs.



*The Pitts S-2A with pilot David Law and caller Caroline Law going through their routine at Aragon, Spain*



*The Fox Moth in action in Aragon, Spain  
The experience gain at world events like this can only help for future endeavours*

All I had to do now was start the motor, the fuel that was requested was 5% nitro 18% synthetic oil, what I had been given was 10% nitro 50% castor 50% synthetic so my starting was a little different. So with everyone watching at my first world champs the motor backfired and blew the prop off(.) f@#& stay calm, I had brought out the shifter and allen key just in case but the allen key was in the front of my cargo pants which have 3 pockets in one, finally after what must have been 3 minutes I found the key and got the motor running, we had previously agreed that Sharon would hold the aircraft in position on the runway because of the wind, and calling take off she would release and step back before I called now.

Finally I called take off and she released the model, I called now opening up the throttle, the model started to roll but it was coming off the centre. Finally with rudder authority it straightened up but it was enough for the judges to note a change of direction although only slightly. The rest of the flight went reasonably well and I nailed the figure of 8 centres, the 10% nitro gave a good climb on the Chandelle, I was happy with my touch and go as I was able to hold it wing low and

reasonably straight and finally the landing, good approach, even descent, slight bounce, keep it straight. Keep it straight. Stop. Finish. Thank you Judges. It was on the ground, I hadn't made a fool of myself, a wave of emotions was flooding over me. I taxied back and shut the engine down. Trying to keep it all together we looked up to I don't know how many cameras and people wanting shots of this angle and that. Finally I put the aeroplane back in the ready box. After a hug from my wife and congratulations from our team, a huge weight had been lifted from my shoulders. I now had to have the model weighed and it came in at 8.4 with half a tank of fuel still in it.

Finally my scores were out, as I walked back towards the team I was trying to read what I was looking at but all I could see was the total score, it was a good score, better than I had hoped for a first round and something to build on, to say that this had been a day of lows and highs would be an understatement! And for a brief period in time I was in the Top 10 at No 10. On the ride back on the transporter with the flight being reflown in my head, I was happy with how we had performed, we still had 2 flights to go but I had proved to myself that I was not just a member of the Australian Team, now I was an Australian Competitor! Sangria Time!!

**Day 5** - After going through our previous flight scores it became apparent that the Judges didn't know how to judge a Lomchevac even though an illustration was given to them they downgraded it because it didn't tumble exactly as it was drawn, this being a completely stalled and tumbling manoeuvre, it was impossible for it to fall the same way twice. So after much discussion David decided to keep the Lomchevac in his flight routine but they would not call it, this way the most spectacular manoeuvre would be kept and they would just call an extra roll. It is difficult to work out the reasoning behind the judging as at the last world champs David had been told that the Pitts should be flown in a more aggressive aerobatic style and now he was being told to simplify it? I also had a small issue as I was being downgraded on my touch and go for having only one wheel on the ground, it is difficult when flying with crossed controls holding wing low and on a runway with a large crown in the centre to put both wheels down(,) as it would tend to run off to the side, however I will try harder next time.

David was up next and his flight was a good one, there was a problem with the smoke system as the whole flight was flown without it, this flight was in David's usual fashion smooth and precise and on landing he was reasonably happy with it. After picking up his score sheets he had improved his previous scores by 200 points and the smoke problem turned out to be a disconnected servo lead. I didn't have to fly this day so after taking the Pitts back to the hangar we decided to head into Jaca and do something different, Sangria Time Again!!

**Day 6** - Was my turn to fly but once again I was slotted into late afternoon, although the wind was only about 11 kph it was again 45deg to 60deg across the strip. This time determined not to over prime the motor I reached over to turn the choke on and turned the needle valve around by mistake.....Now I could only guess where it was as we had retuned it and the marks no longer lined up. I hastily turned it back to where I thought it had been but on starting the engine it didn't seem happy. I probably should have tried to retune it but I just wanted to get it in the air, the flight was reasonably good but the engine wasn't its usual sweet self and the judges noticed dropping a point for engine tuning and again pinging me for one wheel touch and go, still reasonably happy but only picking up about 7 points on my last flight. Back to the hangar to find that static points had been posted. David's static was excellent and with his flight scores moved him up to 4th - mine were less than impressive and moved me down to 17th, we decided to head into Jaca - Sangria Time!!!

**Day 7** - Today was my last chance to fly. All I had wanted was a day with light wind and today looked like being my chance. With light wind predicted and a chance to fly earlier as the flight order was reversed this put my flight about 12.30. Only problem now was that the temperature was now nudging 40 degrees! This time I managed to start the aeroplane without stuffing anything up but after takeoff the power setting was a lot higher than normal just to keep it airborne and there wasn't much left for the Chandelle or Wingover. The heat was making it work much harder than normal, still the flight was Ok we managed to pick up 91 points on our last flight so I was happy with our performance, all of a sudden my competition was over, David still had one more flight to go, as tomorrow the top 10 started in reverse. Back to the hangar to start disassembling the model, the 40 plus temperature in the hangars made pulling the aeroplane down hard work so as not to break any occ health and safety rules we decided to go to the aero club bar and then the pool. After cooling down it was back to Jaca and yep Sangria Time!!!



*The Australian Scale World Championship Team  
(Rear) Jan & Noel Whitehead, Caroline & Ashleigh Law, Sharon Findlay and  
Bill Kirk, (Front) David Law and Noel Findlay  
Great effort and well done*

**Last Day of Competition** - Today was David's last flight with the top 10 being flown in reverse. I have found that at this level of competition the nervous anticipation waiting for team members to fly is as bad as when you fly yourself. We have also found that a bit of applause after each manoeuvre tends to help the pilots confidence a bit. So after enlisting the help of the Pom's we were ready to become quite rowdy! We needn't have bothered as David's flight was a blinder. Applause would erupt without us starting it, this was shaping up to be the flight of the competition, then on the landing manoeuvre the whistle sounded indicating that David had just gone behind the Judges. We were devastated(,) this had really rattled David as well as the landing was not up to his usual standard. The walk out and back to retrieve the model must have been hell. We walked over to the ready box not knowing what to say when one of the Judges came over and told us that he hadn't been scored a zero for the landing, turns out that the person on the judging line had taken a toilet break and a young girl had replaced him, as David's aeroplane had passed overhead close to the line, she had panicked and blown the whistle(,) but as it was a landing manoeuvre he was



allowed to be into wind. So although his landing score was not as high as it had been his overall flight score was still very good and the highest of his three rounds. So for us the competition was over, we stayed at the flight line and watched the last of the top competitors fly. All put in good flights

We now had the unenviable task of disassembling the 2 aircraft and packing them into their boxes. Finally the placings were posted and it became apparent that the landing incident had cost David 4th Place, as we continued packing the aircraft the mood in our camp was a little sombre! However things started to pick up again and soon we latched and locked the boxes and walked away from them as we would not see them again until we returned home. Sangria Time !!!!

On a personal note Noel Whitehead (Team Manager) I know we gave you a hard time about your team manager's duties, but your knowledge of judging and the rules held us in good stead and there is nobody I would have preferred going in to bat for us with the Judges than yourself. Job Well Done!!

David, I think I have a better understanding of what drives you to compete at this level. Nobody has sacrificed more time, money and effort chasing a dream. You have shown that you can consistently place in the top 5 F4C flyers in the world. That No. 1 spot is yours for the taking and I don't know a more worthy recipient. I only hope that when you go up to collect that Gold medal that I am sitting at the Australian table!! Thank you to you both for showing this new kid on the block what it's all about. So after all the cost, the emotional ups and downs and stress would I do it all again??

Let's see, I got to represent my Country at the top level with my wife as my caller. I got to be a part of the Australian Team with our countries best. I got to meet and compete with the names I have only read about after so many years in the sport. So would I do it all again?? In a heartbeat!!! We had the time of our lives and thankyou to everyone who helped us along the way.

Noel Findlay

***Congratulations to the Australian Scale F4C Team in achieving a great outcome and representing Australia on the world stage. David achieving 5th place with Noel at 20th place. Noel's story is one of longevity of a long life goal achieved. Outstanding. There are many disciplines in our great sport that Australian's can and have competed at the highest level of competition with fantastic results. Well Done.. Ed***

## **COBRAM AIR RACES 23 TO 24 JUNE 2012**

*By Ed  
Photos by Ken Thomas*

If you feel the need for speed, the excitement of competition and having some great fun along the way, then this event is for you. Another calendar event with competitors coming from all parts of the country for an adrenaline pumping weekend. The Moira Model Aircraft Club at Cobram provides not only great facilities, but a great location for many reasons. The Club also have a fantastic relationship with the Moira Shire Council.



***The well established shade area allows work to be done in reasonable comfort.***

Add to this some of the innovative ideas such as a 'colouring competition' in the local newspaper and school newsletter to encourage the young ones to participate. Every entrant who attended the event received a chuck glider (Donated by VMAA). Well, 126 youngsters attended and received their chuck gliders. You would think from a



***Steven Green (CD) delivers the pilot brief to all competitors as he has done many times before.***

group this size some may take up our fantastic hobby and enjoy the many aspects that it offers. The Club also has a education programme at the local high school which allows students to attend the field for a couple of hours every fortnight and provides trainers plus equipment to learn about modelling. This is supported by "Pro Hobby" Shepparton model shop which is appreciated and acknowledged.

Steven Green was again the CD for the event and went about the business to ensure all was safe and pilots were aware of the requirements. After attending a couple of these events, you see why it can become addictive, but more importantly, the camaraderie and friendly rivalry is at its best which results in good fun.

# 2012 WARRNAMBOOL GRAND ANNUAL JET EVENT

FRIDAY DEC 7 TO SUNDAY DEC 9



WE INVITE ALL JET FLIERS TO OUR EVENT. THE FIELD WILL BE AVAILABLE FROM FRIDAY AND INSPECTIONS AND TEST FLIGHTS CAN BE CONDUCTED THAT DAY. Geoff Watson is our jet inspector.



WE OFFER FREE ON FIELD CAMPING, INCLUDING HOT SHOWERS AND PORTABLE TOILETS.  
2 LARGE MARQUEES WILL BE AVAILABLE FOR STORING MODELS OVERNIGHT.  
BBQ AND DRINKS WILL BE AVAILABLE EACH DAY.

ALL FLIERS ARE REQUIRED TO REGISTER, PLEASE PRODUCE PERMITS WHERE REQUIRED.  
THERE IS A \$30.00 REGISTRATION FEE.

## LOCATION

SEE OUR WEB PAGE FOR A MAP.

GPS LOCATION: INTERSECTION KELLS RD/ KOROIT  
WOOLSTHORPE RD.

OR GO TO KOROIT, FOLLOW OUR SIGNS FROM THERE.



*They look close, but this is the illusion of the photo. No doubt having a close race is existing and starts the blood flowing*

Saturday morning, was cold but everyone was ready to go and by 10:00 am racing had started and continued for the rest of the day. Sunday was not as cold, but it was overcast with some light rain. This year, the Bacchus Marsh Club put in a team and even the VMAA Secretary Chris Caulcutt participated. Chris was enjoying the racing until a mid air caused a conclusion that you would rather not have...

The whole weekend was a success with number of different things happening along the way, demonstrations, different types of models and so on. The mandatory raffle was held and everyone enjoyed another racing event. Congratulations to Steven Green as the CD and the Moira Model Aircraft Club for





*The pit area in full swing just before the start of a heat*

providing their field and a number of ideas to promote our hobby to the masses.

Sometimes it is the simplest of things that are the most affective and bring a smile to ones face.

**Well Done  
Ed**



*The children that entered the colouring competition having a ball with their chuck gliders. Great initiative*



*During the breaks, demonstration of other disciplines took place. A great way to show people what is on offer in our great hobby.*



*Steven Davis (Bendigo Club) takes to the air to prepare for a heat.*



*Chris Caulcutt retrieves Greg Lepp's Texan at the completion of a heat.*



*Rob Poperlier, VRF (L) Richard Mudge Spitfire, BMF (SA)(Above) and Cosmic Wind (Below). Tris Thompson, carrying Bruce's Texan (R)*



*Murray Ellis (GMAA) with his Sundowner. Unfortunately, it went of the air during one of the heats*



## EDUCATION OFFICER'S REPORT OCTOBER 2012



**Andrew Blake, Principal, Gunbower Primary School.**  
*Just passing this photo of the kids, after the whole school was able to construct a model aircraft and then fly them with their Dad's/grandad's.*  
*I think the photos tells it all.. Ed*

The past few months have been both busy and progressive for the education program, and it has started to develop very well. The following articles and photographs should convey this and there are some happy young faces to be seen. We have been, and still are working with the 3rd Chelsea Air Scouts who have a good enthusiastic group in their locality. With the help and instigation of Peter Harrison (from P&DARCS and PARCS clubs), and great support from Wayne from Addies Hobbies we have held a number of lecture, chuck glider and demonstration nights. These included various static and flying type demonstrations and Wayne even fired up a jet engine for us which was amazing for all to see and hear.

Another night was held (which I was unable to attend) where the 3D guys displayed their wares, and I hear other demonstrations took place, making it by all accounts a very successful night. From that we now have a buddy box flight training session organised for October, courtesy of the PARCS club who will be our hosts for the duration. Thank you to each of the guys who have participated so far, including the Air Scout leaders who have been both supportive and appreciative of our efforts.

Melton Model Aircraft Association has become a very progressive club in actioning initiatives that will help to get the public at large interested in the pleasures of model flight. David Axon and his good team recently were able to organise a static display at their local Bunnings store. You will see from the photos that models were placed on tables covering most of the outside furniture display area, which looked impressive from

any angle. Also set up was a lap top computer with a simulator and transmitter for anybody to try their hand on the sticks. There were a number of people more than happy to have a go.

We also had a few Spitfire chuck gliders on hand, some which just happened to inadvertently find their way down the aisles creating a curious effect, but I don't know anything about that of course! People started asking questions and that led to us giving some gliders away and generating some more interest in our activities.

I was introduced (by David Axon) to a lady of some influence in community work who also works at Bunnings. She asked if it was possible to obtain a number of chuck gliders to conduct a community project, and would we be able to attend to back it up. Yes and yes were the answers to those two questions; so a father and son night is being organised for December which will be well attended and may produce some new model flyers.

The club is also holding another open day at their field in November. The purpose of this is to invite people to come along and have a go on the sticks under buddy box instruction, giving them and hopefully their kids a stress free introduction to model flying. This idea is a really good



**St. Mary's Primary School students with their chuck gliders,**  
*which they have been making as part of our Art electives with Rob Shanahan & Trevor Taylor. Fine group of potential pilots if I say so myself.... Way to go*

way to gain new members

and further our cause so I compliment the club for doing such good work.



**Di Fiedler from Rutherglen Primary School's The students recently completed the building and flying of the Delta Darts – challenging but generally successful.**  
*We just want to thank you for the materials and instructions – the kids loved the experience. They certainly can fly!!!! Looks like our Edu Offr has some fans... Well done*

The Moira Model Aircraft Club (which is near Cobram) have for some time been working with a local a school and are doing a great job with both construction and flying instruction. They now have a school teacher who brings a select group of young students to the field for flight training, under the instigation and leadership of Jason Sagaidak. In my opinion this is among the best ways to introduce the young and their parents to an alternative activity like ours, which as many of you know can last a lifetime. To this end the VMAA have recently introduced an incentive program for juniors who are new to model flying.

The idea is to make it easier and less expensive for a newcomer/promising young flyer to become a club member/VMAA/MAAA member, by issuing a certificate entitling them to the following: One year free memberships to the VMAA/MAAA, free instruction with any MAAA accredited instructor and free use of the VMAA DVD Library. The entitlement has to be earned and is administered by the VMAA Education Officer. We would like as many potential young flyers as possible to earn their keep so will do anything we can to encourage them. We also ask participating clubs (which is most of you I hope) to have their junior club fee negotiated so that (it) is as low as possible as well. One such young fella has been presented with the very first certificate





***The 3rd Chelsea Air Scouts enjoying the building and throwing the chuck gilders***

issued by us and is a worthy candidate indeed. It was presented to him at the spectacular Cobram /Moirairaces which were well attended and very well run. The organisers allowed and actively encouraged us to not only present the certificate, but also assist with a Spitfire chuck glider and colouring competition, (with prizes), which the club had organised some weeks earlier. This was a lot of fun and most enjoyable for the participants.



***Looks like he is an old hand at this. So how young is to young??***

33 of the September/October issue of Radio Control Model News. It is a good read with some great photographs of the event.

The young fella's name is JACK FRAWLEY aged 11 years and he is pictured here with Chris Graham and Jason Sagaidak (on the right), who with the help of his team has been a driving force and incredible mentor behind the club's education program. Jack is a member of the school group and has been outstanding in both his enthusiasm and ability, and can now fly solo. The club have also made him a member, so on behalf of the VMAA we wish to extend a big thank you to members of the Moira club and our sincere congratulations to young JACK, and we wish him many happy take offs and landings.

Those of you who read RCM News will see a similar photograph of Jack, Jason and Chris on the same page as the leading edge article. Stephen Green, the editor wishes to apologise as much as is possible to do so, as Jack's name was not correct on the caption. He was named as Jake Thornton by mistake. This can happen to any busy magazine editor who at the time was flat out on the flight line directing the races, but we do appreciate the photo and spot in the magazine.

Thank you to all of you (mentioned or not) who have helped with our education program and helped to make it happen. Without this sort of input we might all grow old and wonder why the younger generations may not be so inclined to follow us on to the flight line. In the previous newsletter I asked if anybody out there could provide me with a suitable transmitter on 36 meg which I could use as a buddy box for flight training.

I am very grateful to both Dale Carstien and Chris Davenport of the LaTrobe club who both donated their no longer



***David Axon, President Melton Club, explaining the simulator to a potential Club member.***

used; but still working Hitec transmitters, which I will put to good use for another trainer. Thanks also for the continuing support given to us by Dave Brown of Model Drafting Services who kindly laser cuts all of our Spitfire chuck gliders. They have been a great success since he first cut them for us and they do fly well. We really do appreciate his sponsorship.

If you would like to know anything more about what the VMAA Education Program can do for your club or what you can do for it, to further the cause; I can be contacted on the email address below or listed phone numbers.

Also if you have a junior new to the activity who could use some help, or perhaps just a nudge in the right direction, or just need a contact and assistance of any sort please do not hesitate to contact me. I will ensure they are looked after. Oh yes and having fun is compulsory!

***Good Flying***

***David Nichols  
VMAA Education Officer***



***Young Jack Frawley with Jason Sagaidak and Chris Graham (with Jason on the right). Receiving a VMAA Certificate of Excellence. The certificate will provide free membership to MAAA, VMAA and VMAA DVD Library for one year. Outstanding***



# Shepparton Mammoth Scale Fly In

## 14 to 16 September 2012

By Ed



*Smiles all round. VRF Ass Sec, Adrian Sumner, VRF President, Gary Flanagan and his master voice, Ivan Chiselett preparing for the first days activities*

The Shepparton Mammoth has been a premier scale event for many years and draws flyers from all over the country. The main idea, to fly scale of course and be part of a great 3 day weekend. Some visitors arrived on the Thursday and set up their vans, tents and anything else that they could get comfortable in at the VRF camping site. This year the enthusiastic participants even set up an outdoor screen for movies to entertain the small crowd in attendance. So you will see from the photos, they did it really hard!!!!

The weather leaving Melbourne on the Friday was reasonable with hardly any wind at all and the day remained that way all day, even though it was overcast. For some reason I felt this mammoth was going to be a good one and we would see a fantastic demonstration of scale flying of various model types and size. The second indication, apart from tent/van city, was the "No Vacancies" sign at our motel after we had arrived and settled in. Later on

when going to motel reception, I noticed vehicle after vehicle that contained model aircraft and flying equipment.

Saturday morning was overcast but there was no wind to talk about. It was overcast and cool, but it would be great for flying if it held for the day. As we arrived at the field, it was already busy with pilots

checking their models with others having an early morning fly. Spectators started to arrive soon after with the car park filling up. With cameras armed and note pad ready, I entered the administration area to meet with Adrian Sumner. The first thing I notice was the pit bays marked on the board with a number of names. Over 70 pre entries were received before the event with more pilots arriving each hour. By the end of the event, 92 pilots and 154 models participated in the mammoth.

As the morning wore on, the big yellow ball in the sky broke through and the day became perfect. Magnificent Spring day with a light breeze and a sea of colour as the pit area was filled with people and models. Many had come

from interstate and were just happy to sit and catch up with friends or just enjoying the company of fellow modellers. The flight line was constantly on the go with aircraft preparing to take off and waiting patiently for their turn or aircraft just landing and making their way back to their allocated area. While this was happening there were cameras and video cams of all sorts trying to capture that perfect shot or just taking photos/videos to remember the moments.

Sunday saw similar weather, but with more cloud cover and a slight breeze. Flying conditions were still top notch and again the flight line was like a busy intersection well managed by the Flight Line assistants who performed a fantastic job all weekend. The VRF canteen was in overdrive all weekend with a very big crowd coming through to see the models and just relax for a few hours.



*The camping site at VRF was a community within itself. Camaraderie and fun were the entry requirements. And what is a camp site without a drive in or is this a sit in!!*



*Lochlain Timms (SAM) with his dad's (Michael) Tiger Moth. One of the younger pilots to take part. Good stuff*



*TCMAC President David Balfour with his latest creation. The Hawk Moth. Interesting looking aircraft and built beautifully*



*Saturday*





*A well known supporter of the mammoth Dave Brown prepares his turbine Panther*



*Richard Mudge from SA (BMF) with his beautiful lighting on another fast pass*



*Bill Mansell and his Stinson (Blacktown Club NSW). Engine noise was spot on with his OS twin*



*Tim Owen (Sydney RCS) with his Pilatus Porter and jumper ready to go*



Well done to all the canteen staff and helpers.

The commentary was in full swing with "His Masters Voice", Ivan Chiselett back in the tower providing some insight as each model took to the air. Ivan was not well last year and was not able to take part. But he is back to his booming self again and enjoying the weekend of another mammoth. As the weekend came to an end, the raffle prize was drawn and the "Ian Watts Pilot Choice" award was presented. This award is selected by the pilots who have entered the mammoth and acknowledge the best model for the weekend. This year Shane Keddle (GMAA) won this award with his Spitfire. Congratulations and well done

No doubt the mammoth event has had its ups and downs in regards to weather and competing events, but this year would be one of the best events to date. Congratulations and acknowledgements must go to the hard working Committee of the VRF, the Club members and local support by many organisations from Shepparton and local council.

Next year the Mammoth Scale Fly In will be between 20 to 22 September 2013. So why not put this event in the diary and have a fantastic modelling weekend in Shepparton, Victoria. The camaraderie, friendly people and relaxing environment will not disappoint.

On a side note, Ken Thomas, Radio Control Model News reporter who has been attending and reporting on the Scale Mammoth for 17 years was taken ill leading up to this year's event. I know Ken was very disappointed as he was looking forward in taking part again and capturing the moments and talking to the many pilots/visitors in attendance. Speedy recovery Ken and we will catch up at a field somewhere soon.

See you at the Mammoth Scale Fly In 2013.

**Ed**



*Corinne Pellatt with her electric Bellana Citabria. One of the very few lady pilot on the weekend*



*The Ian Watts Pilots choice was won by Shane Keddle (GMAA) with his Spitfire. VRF President, Gary Flanagan taking care of the honours*



*Adrian Whiter and his P-40 which was scratch built. There were two of these models were started at the same time, the second one was being built by Haydn Hampson who passed away in March this year. Plans are in motion to finish off his model to see it fly. Well done..*

**Sunday**





## MITCHELL FIXED WING AERO CLUB Inc

Invite you to our Inaugural

### BIPE & BUSH PLANE DAY

To be held on Sunday February 10<sup>th</sup>



Entry forms can be found at  
[www.mfwac.com](http://www.mfwac.com)

Bring your plane & bring your seat. 10am start

**Food and drinks will be on sale**

\$20 Entry fee for all competitors as many planes as you like,  
must be MAAA Registered Pilots.

Come and fly Saturday, camp or Motel it (Bring your own water etc)

Contact: Barry Dunn. 03 5792 1017. Mob: 0418 246 693

[barrydunn42@bigpond.com](mailto:barrydunn42@bigpond.com)

Our field is located at Hildene Vic.

(Between Seymour and Puckapunyal) Map on website

**Pre-entry registration form can be found on our website**



### Flight Instruction

This quarter in the month of July, the SFI Murray Ellis and his partners in crime Chris Caulcutt and myself, ventured down to Bellarine Model Aircraft Club (BMAC) on the south side of Geelong to conduct an instructor's course. The Club were short on instructors which made it difficult for those that were qualified to complete the assessments. Never being down to BMAC, the drive from Bacchus Marsh for myself was a very relaxing one with everything so green at the moment it is pleasing to the eye.

I married up with Murray and Chris in Geelong for a cup of coffee and confirmation on how the day would progress. After a short drive we finally reached the field and made ourselves known to the Club Members present. The field looked in excellent conditions, but the amount of rain that had fallen over the past few days, made it deceptive how much water was on the runway itself. But by the time we started the flying sessions, we were able to take off and land. Our biggest issue was the wind constantly changing in speed and direction. However, this did not stop our intrepid students and instructors so after quick introduction and a cup of coffee, we were in the thick of things.

Murray, being a member of GMAA Club knew most of those in attendance. Murray outlined how the day would progress keeping a close watch on the weather. The course being flexible in its delivery, we are able to change the programme so we can make the best of the flying conditions.

The day progressed well, even though the weather challenging on a number of occasions. At the end we managed to qualify ??? instructors. Thanks must go to the BMAC for their hospitality and hosting an Instructor's Course.

### Ratings

For this quarter a total of 31 Wings and 5 Instructor badges have been issued. A great effort to all Clubs that have taken part.



*The Clubhouse at BMAC. Good and comfortable facilities. Perfect for a instructor's course*



Reducing the course to one day has helped us in getting more Club Members to attend and provide a common standard across the board. I encourage every Club Member to attempt and complete their bronze wings. From this point you may think of going further and achieving Gold and in time think about being an instructor to help out in our great hobby, but that is entirely up to you.

That is it for this edition. Remember, if anyone wants to host an instructor's course, please let the SFI know. We need at least 5 students to make it worthwhile and all students need to have their gold wing ratings before attending the course as the length of the course is only one day.



*The SFI watching and listening closely to Dave Barling instructional techniques*

On a final note, if information is not completed on the proficiency assessment for the ratings sent in by instructors, then the whole process will be delayed. If your name is not listed in this edition of the newsletter and you have completed your bronze, or gold wing assessment, it is probably because the SFI has not received all the information required. This is where most of the delays are and why it is important to ensure all the information required is completed. It also helps if the information provided is correct in the first place as this will also delay the process.

That is it for now so remember, be safe and happy flying.  
**Ed**



*Down to the business end of the course. Student prepare the trainers on a cold and windy day*



**As from October 2012**

## Proficiency Ratings



### Bronze Wings (Fixed Wing)

75818	David	Chippendall	74448	Andrew	Klepac
72552	Hugh	Coleman	75840	Robert	Koren
74608	Luc	Dietvorst	24559	John	Napoli
72426	Milan	Duic	40942	Tony	Smith
68378	Cliiford	Evans	43336	Colin	Rycroft
74690	Merv	Finn	72796	Brenton	Roefeldt
53526	Christopher	Foong	65076	Ricky	Talman
5947	Edward	Hall	74698	Rhys	Thompson
75761	Andrew	Hawes	65091	Lauchlan	Watts
48280	Sasha	Ivkovic	75922	Brent	Williams
72694	Fernando	Ly			

### Bronze Wings (Helicopter)

74673	Mark	Altenroxel	5600
74538	Phil	Coghill	23664
72849	Roger	Esnouf	24775
66371	Alfie	Favazza	38969
74433	Fiorello	Galluzzo	29803
75833	Dartl	Hunter	
24482	Ken	Madill	65156
74673	Tim	March	
68427	Alexander	McAllister	
74422	Mike	Pearton	
75797	Lynh	Phan	74695
75865	Dat Duc	Quach	
75882	Anthony	Sisley	

### Bronze Wings (Glider)

65156	Jonathon	Day	31378
75939	Bill	Karavas	29696
74253	Joseph	Vella	65968
			41103
			501438



### Gold Wings (Fixed Wing)

David	Axon
Ian	Glasson
Peter	Stefurak
Gary	Thiele
George	Vasiliadis

### Gold Wings (Glider)

Jonathon	Day
----------	-----

### Gold Wings (Helicopter)

Anthony	Thompson
---------	----------

### MAAA Instructors

Dave	Barling	FW Inst
Peter	Cossins	Gli Inst
Jeric	Strong	FW Inst
Bruce	Thompson	FW Inst
Leigh	Worland	Fw Inst

# BENDIGO AIR RACES

## TEXAN AND RED BULL - 12 AUG 2012



After the successful Cobram Air Races in June, Bendigo Radio Control Aircraft Club put on an event for Texan and Red Bull only. The overseer or CD for the event was Les Davis who is well known in the racing fraternity and took on the task to complete 5 rounds each of Texan and Red Bull racing. A big ask, but not impossible if you have the experience, knowledge and a big whip. Yep, Les fits that category.



This was only a one day event and as we left home, again the weather seemed to be not on our side and we thought it was going to be a wet and possibly, cold event. But as the kilometres slipped by and we crossed the ranges, the sun came out through the clouds. The morning was defiantly cold as there was no wind. In fact it was dead calm as pilots turned up and prepared their chargers for battle.

*To make things run that much smoother, you need a scoring system that works. John on the keyboard*



*CD Les Davis delivers the pilot's brief and ensure all safety aspects were understood. The event was conducted very well.*

As the day progressed towards mid morning, you could feel the rays finally starting to penetrate the heavy coats and by lunch time, it was a glorious sunny day. Not bad for the middle of winter.



*Two Turbo Ravens come together (Top L). flying with part of your wing missing certainly does not help (2nd from Left). The landing speaks for it self (above). Rick Johanson (L) and his cousin Gary Martelloni (far Right) share a moment together after collecting all the bits. The only mid air for the whole day. But it was good one..... (First 3 photos from the left, Bill Mathews)*





*President, Andy Thomas and CD Les Davis, thank participants, supporters and helpers for making the event such a success.*

By 9:45 pilots gathered for the pilots brief and by 10:00 am the first heat was ready to start. Texans were first up and with the call of “start your engines” it was on. Considering this was a one day’s event, a number of pilots attended from Clubs as far as Geelong, Shepparton, Bacchus Marsh, Pakenham and Yarra Valley just to name a few.

We stopped for lunch and caught up for the compulsory chat and looking at the leader board. The scoring system used works very well and scores were printed up as information became available. The competition was tight for most of the day with no clear leader. It seemed we just settled in for that chat with a warm cuppa when the CD called out “next

heat in 5 minutes”. No rest for the wicked.

So we were off again with some close quarter combat in skies but with no mishap until the last round of Red Bull when two Turbo Ravens came together, arguing how much space you really need with only one being the winner. The funny thing was that Rick Johnson and Gary Martellani, owners of the Turbo Ravens are cousins with Rick taken home a bag of balsa/Turbo Raven same thing!!

But there are the breaks (Pardon the pun), and is one of those things that can happen and will probably happen again. No one was hurt and everyone had fun.



*Whats the term.... bank and yank!!*

At the end of the day, 30 heats were held, 15 for Texan and 15 for Red Bull and all done by 4:00 pm. Not a bad day’s effort at all. Congratulations to Les Davis, CD and Bendigo Club Members who assisted with event by manning the pylon cage, making sure there was plenty of coffee/drinks and provided a hot lunch. Well done to all pilots who helped by making sure they were ready for racing when needed. Makes life so much easier when everyone is on the same sheet of music.

From my point of view it was great fun and what was noticeable again was the camaraderie and relaxed atmosphere. Everyone was safe and we all had some fun. Even the spectators enjoyed the day. I ended up buying a Texan as the offer was too good to refuse and hopefully, I will be able to take part as well. Les Davis who is an old hand at this has offered to assist anyone who wants to get started in Texan/Red Bull racing. If you are interested and need more information or even a little help, you can contact Les [les.davis5@bigpond.com](mailto:les.davis5@bigpond.com) If racing is your thing or you want to have a go, then go for it.

**Ed**



*30 heats were completed on the day. Not a bad effort at all.*



*Red Bull is popular with 12 entries on the day. The competition was good and so was the flying*



*Not only was there a trophy for 1st, 2nd and 3rd, but everyone that competed received a goodies bag as well. Smiles all round!!*





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## It's all about the Competition!

The Victorian Pattern Association (VPA) brings together Victorian Aeromodellers who share a passion for precision aerobatics. Precision aerobatics, or Pattern as it is better known, is about performing a series of specified manoeuvres (called 'the schedule') to the best of the pilot's ability. The schedules, typical model configurations, as well as the competition calendar and recent competition reports, can be accessed at the VPA website: [www.vicpattern.org.au](http://www.vicpattern.org.au)

From November onwards, the VPA will now be hosting three different aerobatic disciplines: F3A, Sports Aerobatics and Classic Pattern.

As discussed in our previous article, the new Classic Pattern discipline will focus on promoting aerobatic competition from the classic era of non-turnaround pattern aerobatics back in the 70's and 80's. Our first full-blown Classic Pattern competition will be held on November 11, 2012 at the Nepean Club in Rosebud. We are expecting all of you to take your model off the wall, check everything out, get some practice and come join us for some real classic fun!

By the time the newsletter goes to print, our Aussie Team, consisting of Bill Bloodworth (VIC), Matthew Bailey (VIC), Glenn Orchard (VIC) and Steve Coram (WA) will have come back from the Philippines where they will have been competing in the 2012 Asian Oceanic Championship (AOC) against some fierce rivals like Japan, Thailand and China. Preliminary rounds will be flown on Tuesday and Wednesday, September 11 & 12. Semi-finals will be flown on Friday, September 14 and the Finals will be flown on the Saturday. We wish them all the best.

Getting started in Pattern is very easy. At the VPA we can lend a hand to get you started. Feel free to contact any of the committee members for help:

Fernando Monge	<a href="mailto:fernando.monge@miele.com.au">fernando.monge@miele.com.au</a>
David Gibbs	<a href="mailto:david@gibbs.com.au">david@gibbs.com.au</a>
Dennis Travassaros	<a href="mailto:Dennis_Travassaros@suzuki.com.au">Dennis_Travassaros@suzuki.com.au</a>
Henry Hutchinson	<a href="mailto:h.hutch@optusnet.com.au">h.hutch@optusnet.com.au</a>

Our Australian Team representing us at the Philippines Asian Oceanic Championship:



Glenn Orchard



Bill Bloodworth



Matthew Bailey



Steve Coram.



# Ararat Fun Fly

Sat & Sun, 3rd & 4th  
of November 2012

Free on-site Camping  
Boot Sale  
Prizes  
Raffle



B.B.Q Lunches and  
Refreshments available.  
Must have current M.A.A.  
Membership.

Come and enjoy country hospitality at its best!

Sponsored by Model Engines

For more information contact  
Moss Heard on 03 5352 4535



The annual

## Hamilton Model Aero club Funfly

Nov. 24 & 25 2012

*Come Ye, Come All.. Get your back side strip side for all things that  
fly in RC aviation !!*

Flying displays of.....

Planes, Helicopters,  
Gliders and Jets.

BBQ & drinks,  
On site camping, power  
& toilet facilities

For further info contact: Julian 0437 362 980

Or: Stew. 0417 325 628

Where? 16km out Port Fairy Rd. Then 5km out  
Bransholm-North Byaduk Rd.

Public most welcome 9am till dusk.



## Northern Flying Group's Annual Twins & More

Sunday 28<sup>th</sup> April 2013

Held annually every year at the State Flying Field, Quayles Road,  
Darrawiet Guim Melways Reference 425 G3

Visit [www.nfg.org.au](http://www.nfg.org.au) for a detailed map and registration form.

All pre-entered registrations will receive one bonus entry into the prize  
draw at the end of the day.

Entry is open to all MAA registered Pilots that have a plane with  
two or more engines.

Non flying Pilots are most welcome to come and enjoy the day

Food and drink will be available during the event.

Great prizes on a fly per hour lucky draw system.

A trophy for the most successful multi-engine aircraft.

\$10 Entry Fee for all Competitors bringing any multi-engine aircraft.

Pilots bring their own registration tags for the day.

Flying from 10am

Contact: Mark Sills 0443 338 000

Northern Flying Group in conjunction with our major sponsors hopes  
you come and enjoy a relaxed Sunday flying at this unique event.

World Hobbies



## Corangamite Model Aircraft Club

Situated at: CAMPERDOWN RACECOURSE

### 40th ANNIVERSARY LEURA FUN-FLY



SUNDAY 24th FEBRUARY 2013  
9AM to 5PM

Prizes on the day

BBQ & Refreshments available

Entry by Gold Coin Donation

Contact: Foster (03) 55932400  
Brendan (03) 55938233

## VICTORIAN 2012 F3C STATE CHAMPIONSHIPS



**VICTORIAN STATE FIELD**  
**Practice Day Friday 16th November**  
**Competition Saturday & Sunday 17th & 18th November**

Novice, Advanced & F3C Classes  
Camping at Field Permitted  
Accommodation Available in Clubhouse BYO everything  
Shower Facilities Available  
240V Power On Site  
Breakfast & Lunch Catered Sat & Sun  
\$20 Registration for Event

### MELBOURNE RADIO CONTROL HELICOPTER CLUB Inc

Victorian State Field ( Northern Flying Group )  
214 Quayles Darraweit Guim Victoria 3756  
Registration : CD@mrhc.org.au  
Phone Enquires : Matt 0419 890 841

## Editor's Correction July 2012 Edition

On page 11 of the VMAA July edition, it was incorrectly stated that the KATY Award was presented to Leigh Kellock at the NFG Twins and More event held on 25 March 2012.

Actually winner was Clint Wilson from the VRF Club. Apology to Ken Thomas as well who is a sponsor of the event and creator of the award. The award is presented to the most innovative pilot with a twin or more engine model on the day that was flown.

The award also has a \$100 cash component which of course helps with the next project. If you have not attended this event as yet, come along and have a look or even better, build a multi engine model and be part of a great event.

## SCALE AIRCRAFT

### VFSAA

Victorian Flying Scale Aircraft Association

If you like to build and fly scale radio controlled aircraft then the VFSAA is the SIG for you. Scale events at various venues and are listed on our website. Events are open to all members of the MAAA and cater for Scratch built/Kits as well as Flying Only (ARF) scale models.

General Meetings are held bi-monthly on the first Thursday of every even month at the Field Naturalist Club of Victoria. Address: 1 Gardenia Street, Blackburn. Visitors are always welcome. The highlight of meetings is the show and tell presentations from members of their new models and includes discussions on construction techniques. Members are always available to advise or assist you in your building project or to explain and guide you through our flying schedules.

Our website keeps members up to date with news and information on upcoming events as well as event entry forms which can be downloaded and printed prior to entering an event.

Visit our website at [www.vfsaa.org.au](http://www.vfsaa.org.au)





## **DVD Library - October 2012 Update**

### **IMPORTANT NEWS – 4 DVD's for only \$5-00;**

Effectively immediately the VMAA has increased, from 3 to 4, the number of DVD's you can borrow from the Library for no additional cost. Yes the cost remains at only \$5. This means that for only \$5-00 you can select 4 DVD from VMAA's huge library of over 1200 DVD on aviation topics and have them posted to you with the return postage included for you to send them back. No doubt a great bargain.

The V.M.A.A. has a very extensive DVD Library. It contains over 1200 titles covering models and full size aircraft as well as aviation movies. Please note that the library sources DVD's from all over the world so you will need a DVD player that can play DVDs from all regions. There are many excellent instructional tapes/DVD that provide you with excellent information that will assist you in this great sport. There are also lots of titles covering many of the big model shows and competitions from all over the world as well as a huge selection of full size aircraft documentaries. You are really missing out on something if you are not a member of the library. It only costs \$5-00, which includes the return postage, for **4 DVDs**.

Here are three links to get you started in a flash:

Join the VMAA DVD Library just click [Members Application](#)

Want to order a DVD, just click on, just click on [Order DVDs](#)

Want to have a look at the DVD Catalogue, just click on [Listing](#)

Still not sure then the full detail of how to join the V.M.A.A. DVD Library is in your V.M.A.A. Directory. Alternatively you can e-mail me at [DVD Librarian](#) and ask for details of how it operates.

Please note that there is a \$10 joining fee. If you would like to borrow titles when you apply to join then send \$15 and a list of at least 6 titles you wish to borrow. The DVD library is a great resource, if you are not using then it why not, particularly now that you get 4 DVD's for only \$5-00.?

New DVDs are added all the time so visit often and have a look what is on offer. Please note that these new titles can only be held for one week due to the demand on new titles.

## **Calendar of Events**

To find the latest events and what is happening around our great Association, just click on [Calendar of Events](#) New events are added frequently so keep an eye on the calendar by using the link or our go to the VMAA Web site



## **MAAA Newsletter**

The MAAA Newsletter bring you information of a number of area at the National level. This includes reports from the Committee and contact details, Manual of Procedure (MOPS), National and International Events Competition dates and reports on such events. Click [MAAA Newsletter](#) to have a read.

# LATROBE VALLEY MODEL AERO CLUB

## 40<sup>th</sup> ANNIVERSARY FLY-IN

(There will be Prizes & Giveaways on Sunday 11th November)

WEEKEND OF NOVEMBER 10<sup>th</sup> & 11<sup>th</sup> 2012

at the

## LAKE NARRACAN SITE

(past the LN Caravan Park, through the boom gate at the Western end of South Shore Road)

Flying from 0900hrs on both days



**Visitors and Past Members most Welcome.**

**Radio Certification as per your club rules.**

**A \$10.00 Entry Fee will apply for the weekend.**

**The Lake Narracan Flying Field has a 120m X 50m grass strip and plenty of Lake to fly your floatplane off. We will try to have some real short grass for the small electric models to take off from.**

**Camping on site for the weekend is ok.**

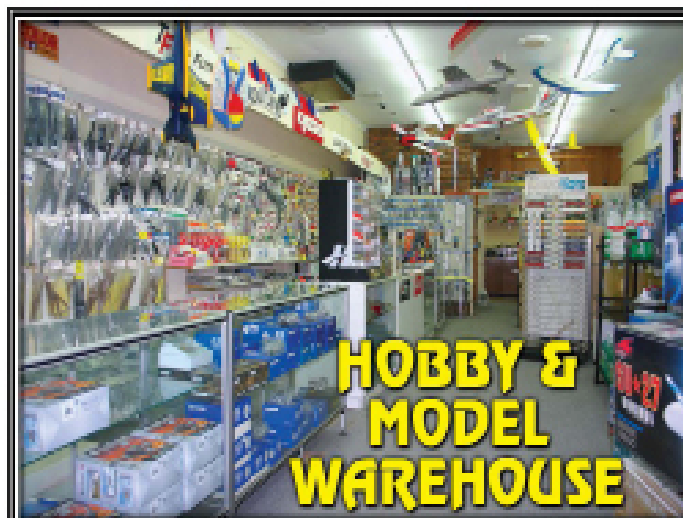
**Limited Catering in the way of Hot & cold drinks, Hot Dogs & Sausage Sandwiches, etc will be available on each day. For catering purposes, It would be appreciated if you could let us know in advance if you are attending.**

**We have a catered meal organised for Saturday Night – bookings are required.**

**Enquiries to Wayne Lewis on 5134 3189, Dale Stevenson on 5174 5890 or Chris Davenport on 5167 1546 or email at [lvmac@people.net.au](mailto:lvmac@people.net.au)**

**Electric fliers Please Note :**

**We do not have Battery Charging capabilities at Lake Narracan.**



**HOBBY &  
MODEL  
WAREHOUSE**

## Now Under NEW Management!

Rod has decided he's had enough. Fourteen and a half years of supplying great products and service to aeromodellers in Melbourne is enough it seems. He has passed the baton on to me and I will be continuing Rod's fine tradition of great range and friendly service. They are big shoes to fill but I will be doing my best. If you are in the area call in and say hello to Ian and have a look around.

– Cheers, Ian



B/H Ph: 03 9464 5397

Email: [info@hobbymodelwarehouse.com](mailto:info@hobbymodelwarehouse.com)

Contact Details

URL: [www.hobbymodelwarehouse.com](http://www.hobbymodelwarehouse.com)



## VMAA Committee Members

- |                                  |   |
|----------------------------------|---|
| Carl Bizon                       | - President<br>- Ph: 0407 762 140<br><a href="mailto:president@vmaa.com.au">president@vmaa.com.au</a>   |
| Greg Lepp                        | - Vice President<br>- Ph: 0411 732104<br><a href="mailto:vicepresident@vmaa.com.au">vicepresident@vmaa.com.au</a>   |
| Chris Caulcutt<br>Postal Address | - Secretary & Public Officer<br>- PO Box 5695, Cranbourne, 3977<br>- Ph/Fax 03 5996 2155<br>- Mob: 0418 515 689<br><a href="mailto:secretary@vmaa.com.au">secretary@vmaa.com.au</a> |
| Brian Dowie                      | - Treasurer<br>- Ph: 9706 2074 (AH)<br><a href="mailto:treasurer@vmaa.com.au">treasurer@vmaa.com.au</a>   |
| Murray Ellis<br>Postal Address   | - State Flying Instructor<br>- PO Box 57, Bannockburn, 3331<br>Ph: 03 5281 5345 AH<br>Mob: 0419 522 602<br><a href="mailto:mellis01@bigpond.com">mellis01@bigpond.com</a>           |
| Graeme Wilson                    | - Registrar and Control Line Rep.<br>- PO BOX 298, Seaford, 3198.<br>- Ph: 9786 8153 (AH)<br><a href="mailto:registrar@vmaa.com.au">registrar@vmaa.com.au</a>                       |
| Graham Scott                     | - Contest Director<br>- Ph: 9737 1707<br><a href="mailto:contestdirector@vmaa.com.au">contestdirector@vmaa.com.au</a>   |
| Colin Collyer                    | - Committee Member<br>- Ph: 95619097<br>- <a href="mailto:C.Collier@aerosonde.com">C.Collier@aerosonde.com</a>  |
| Joe Finocchiaro                  | - Committee Member & Editor<br>- Mob: 0425 708 654<br><a href="mailto:editor@vmaa.com.au">editor@vmaa.com.au</a>  |

*Contact Joe to submit articles, ads and photos. All welcome. First in, first printed, Space is always an issue*

- |               |   |
|---------------|---|
| David Nichols | - Education Officer<br>- Ph: 9752 5830<br>- Mob: 0417 547 040<br><a href="mailto:davidnichols83@dodo.com.au">davidnichols83@dodo.com.au</a> |
|---------------|---|

*Contact Dave to organise a presentation on aero modelling. Scouts, Cadet, School Group, general interest in aviation. All welcome.*

- |                |  |
|----------------|--|
| Ivan Chiselett | - DVD Librarian<br>- Ph: 9898 4379<br><a href="mailto:videolibrarian@vmaa.com.au">videolibrarian@vmaa.com.au</a> |
|----------------|--|

*The VMAA DVD Library is the best collections of aircraft stories, modelling building and techniques.*

- |              |   |
|--------------|---|
| Robert Koren | - Webmaster<br>- <a href="mailto:webmaster@vmaa.com.au">webmaster@vmaa.com.au</a> |
|--------------|---|

*Meetings held 2nd Thursday of each month at Koonung Heights Uniting Church, Cnr Belmore & Winfield Rds Balwyn*

***Please contact the VMAA CD for Calender updates and inclusions. Change of addresses need to be sent to the VMAA Registrar.***

## 2012 National Air Races

27<sup>th</sup> & 28<sup>th</sup> October 2012

MAS NSW State Flying Field Cootamundra NSW.

(Gundagai Rd 11km from Cootamundra or 26km from the Coolac turn off on the Hume Hwy)

Events: Texan AT6, Thunder Tiger Reno, Golden Era 62cc Reno, Formula 1 and Red Bull.

Pre Entries Required. Entries close 1<sup>st</sup> October 11.

Organised By MAS NSW Inc and Large Scale Racing Club of Australia Inc

Note MAAA MOP058 Policy requirements will be enforced.

All competitors (including 2.4) to have a 51mm wide frequency key with their name printed on it, to be used in the control key board.

Further Information and Entry Forms

Steve Norrie 04 1887 4740

[stevenorrie001@gmail.com](mailto:stevenorrie001@gmail.com)

## 2012 National Air Races

Day 1.

Friday 26<sup>th</sup> October.

Field open for practice from 2:30pm to 5:30pm.

Day 2.

Saturday 27<sup>th</sup> October.

Field open 8:00am. Canteen open 8:00am

Registration and Processing from 9:00am

Pilots briefing 9:30am

Racing starts 11:00am

Day 3.

Sunday 28<sup>th</sup> October.

Field open 7:30am

Canteen open 8:00am

Racing starts 9:00am

ACCOMMODATION.

Motels.

Bradman Motor Inn. 02 6942-2288

Cootamundra Gardens Motor Inn. 02 6942-1833

Southern Comfort Motor Inn. 02 6942-3366

Wattle Tree Motel. 02 6942-2688



Camping on field is permitted.

# LARGE MODEL PYLON RACING

## 2012 NATIONAL AIR RACES

COOTAMUNDRA NSW

27<sup>TH</sup> 28<sup>TH</sup> OCTOBER 2012

### ENTRY FORM

PRE ENTRY REQUIRED. ENTRIES CLOSE 5<sup>TH</sup> OCTOBER 2012

\$50.00 ENTRY FEE PER EVENT

NAME \_\_\_\_\_ AUS No \_\_\_\_\_

ADDRESS \_\_\_\_\_ POST CODE \_\_\_\_\_

EMAIL ADDRESS \_\_\_\_\_

CONTACT NUMBERS \_\_\_\_\_ MOBILE \_\_\_\_\_

#### EVENTS

PLEASE INDICATE EVENTS YOU ARE ENTERING (X)

AT6 TEXAN \_\_\_\_\_ ( ) FREQUENCY \_\_\_\_\_

THUNDER TIGER RENO \_\_\_\_\_ ( ) FREQUENCY \_\_\_\_\_

GOLDEN ERA \_\_\_\_\_ ( ) FREQUENCY \_\_\_\_\_

62cc RENO \_\_\_\_\_ ( ) FREQUENCY \_\_\_\_\_

RED BULL \_\_\_\_\_ ( ) FREQUENCY \_\_\_\_\_

FORMULA 1 \_\_\_\_\_ ( ) FREQUENCY \_\_\_\_\_

NOTE MAAA MOP058 POLICY REQUIREMENT:

ALL RADIO'S ON 2.4GHz TO HAVE C-TICK STICKER ATTACHED.

ALL RADIO'S ON OTHER FREQ'S TO HAVE CURRENT INSPECTION STICKER/S ATTACHED.

THE STANDARD 2" (51mm) KEYBOARD WILL BE USED, A KEY WITH YOUR NAME IS REQUIRED.

**PLEASE SEND CHEQUE OR MONEY ORDER MADE OUT TO MASNSW TO:**

**MASNSW Inc , 74 MALACHITE RD EAGLEVALE, NSW, 2558**

I \_\_\_\_\_ THE UNDER SIGNED AGREE TO ABIDE BY THE PUBLISHED RULES FOR THE EVENT AND ANY APPLICABLE MAAA Inc RULES AND PROCEDURES.

SIGNED \_\_\_\_\_ DATE \_\_\_\_\_

EVENT RULES CAN BE FOUND ON THE MASNSW WEB SITE -> [www.masnsw.org](http://www.masnsw.org) under upcoming events.