



# WINGSPAN

THE OFFICIAL JOURNAL OF THE MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA

MEMBER NEWS | EVENT REPORTS | AROUND THE GROUNDS | SAFETY MATTERS | CLUB ACTIVITY PROGRAM



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Two years on from the floods, and what a difference time makes

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Students from the Broken Hill High School have been studying Aeronautics

# THE WINGSPAN PRINCIPLES

**The WINGSPAN PRINCIPLES:** Elevating Aeromodelling through Inclusive Communication

Embarking on a mission to redefine the narrative of aeromodelling, WINGSPAN stands as a newsletter dedicated to uniting, informing, and inspiring our community. This manifesto outlines the what and why behind WINGSPAN.

**Purpose:**

WINGSPAN exists to cultivate a vibrant community, fostering camaraderie, amplifying voices, and celebrating the shared passion that fuels our aeromodelling journey.

**What WINGSPAN Stands For:**

1. *Community-Centric Communication:* WINGSPAN places open, transparent, and inclusive communication at its core, serving as a dedicated channel to connect every member of the aeromodelling family.
2. *Filling the Void:* Recognising the need for effective communication, WINGSPAN addresses the void, providing a hub for sharing stories, updates, and insights, creating a sense of belonging within the aeromodelling community.
3. *Beyond Retention and Growth:* Going beyond conventional metrics, WINGSPAN prioritises fostering a strong sense of community, ensuring the well-being of our members, and addressing the need for effective communication beyond the surface. It's not about membership growth or retention at ALL.
4. *Safety First, Always:* WINGSPAN is committed to upholding the highest safety standards in aeromodelling, understanding that a safe environment is the foundation for an enjoyable and fulfilling hobby.
5. *Inclusivity as a Guiding Principle:* As a beacon of inclusivity, WINGSPAN welcomes individuals of all backgrounds and abilities, ensuring that every aeromodeler finds a place within our community.

**Why WINGSPAN Matters:**

1. *Creating a Sense of Belonging:* In the vast skies of aeromodelling, WINGSPAN creates a focal point where individuals can connect, share, and feel a genuine sense of belonging.
2. *Inspiring Participation:* WINGSPAN inspires greater participation by highlighting diverse activities, events, and achievements, fuelling the enthusiasm of both seasoned veterans and newcomers alike.
3. *A Politics-Free Zone:* WINGSPAN remains steadfast in its commitment to a politics-free environment, focusing solely on the joy of aeromodelling and the community we cherish.
4. *A Platform for All:* More than a newsletter, WINGSPAN is a platform for every member to share stories, insights, and expertise, enriching the collective experience of the aeromodelling community.

**The Defined Role:**

In alignment with a re-envisioned communication strategy of Council, WINGSPAN is one of several channels delivering information to our members. This perspective allows for an acceptable level of repetition to ensure messages reach all members, especially those who may not grasp information through other means.

WINGSPAN is, first and foremost, a dedicated communication tool targeting members who may not readily receive messages via other channels. By balancing repetition for clarity with captivating content, WINGSPAN aims to be a comprehensive and engaging resource for all members, ensuring no one is left uninformed.

With members stretching far and wide, united in the love of the skies, WINGSPAN is not just a newsletter; it's a shared journey where clarity, repetition, and compelling content converge to elevate the spirit of our community.

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# THE EDITORIAL



**Yes the once unthinkable has happened WINGSPAN is back. Why I hear you ask, simply because it is needed, the members have asked for it and it's the right thing to do. Read (or even re-read) the WINGSPAN Principles on page 2.**

But, there is always a but, it can't survive without you, your content and support. WINGSPAN is for the MAAA, about the MAAA and its members and aeromodeller everywhere.

It is hoped you will see a WINGSPAN on a quarterly basis, perhaps bi-monthly depending on sufficient content. With an abridged version containing more regular communications and updates in-between major issues.

Of course you should still expect to see regular updates from the MAAA Council via email, either directly to members or via your state associations and local clubs, as well as via the Facebook pages. An approach to communications to engage with MAAA members via multiple channels is essential for building a strong and active community of aeromodellers.

Whilst the specific topics of interest may vary from issue to issue, generally you can expect to see subject areas such as:

*Updates from MAAA Leadership* - News from MAAA Council such as updates on the MAAA strategic direction, governance, and changes.

*Club Activities* - Updates on club activities, community projects, and member-led initiatives, and opportunities to participate in club or community events.

*Upcoming Events* - Information about local, regional, and national aeromodelling events, competitions, and displays being held.

*Educational, How to and technical information* - Technical tips, advice, and tutorials on building, repairing, and upgrading

model aircraft. Tutorials on aerodynamic principles, flight control, and flying techniques, and educational content for beginners to advanced modellers.

*Member spotlights and profiles* - Profiles of experienced and accomplished aeromodellers within the community. Success stories, achievements, and tips from fellow members.

*Legislation and Regulatory Updates* - Updates on relevant legislation and regulations affecting aeromodelling. Advocacy efforts and how members can get involved in protecting their hobby.

*Safety Guidelines and Updates* - New safety regulations, guidelines, and best practices for safe flying. Tips on how to maintain and inspect model aircraft for safety.

That's the goals for WINGSPAN and future communications and messaging from the MAAA. Just as importantly as the outcome communications is inbound feedback and understanding of concerns, specific interests and areas of focus from members, state associations and local club. Hence you will see more regular surveys, feedback forums and opportunities for open communications from the MAAA Council.

Let's kick off the first editorial with a bit of light hearted musings, carrying a thought provoking undertone. Being a good MAAA member is like a box of rubber bands. At first glance, a box of rubber bands may seem like a collection of ordinary objects, but when used correctly, they can become incredibly useful and versatile tools.

Similarly, being a good MAAA member may not seem like a big deal, but when you put in the effort, you can become an essential part of the club and contribute to its success. Here are some ways in which being a good MAAA member is like a box of rubber bands:

**Flexibility:** Just like rubber bands can stretch and bend to fit different shapes and sizes, good MAAA members need to be flexible and adaptable to different situations and challenges. This may involve being open to new ideas and approaches, or being willing to take on new responsibilities or roles within the MAAA.

**Collaboration:** Rubber bands can be used together to create a stronger and more secure hold, just like good MAAA members can collaborate and work together towards common goals. This may involve sharing resources, ideas, and skills with other members, or working together on MAAA projects or initiatives.

**Resilience:** Rubber bands can bounce back after being stretched or pulled, and good MAAA members need to be resilient and able to persevere in the face of challenges or setbacks. This may involve maintaining a positive attitude, staying committed to the MAAA's goals, and supporting other members through difficult times.

**Diversity:** Rubber bands come in different sizes, shapes, and colours, and good MAAA members embrace diversity and recognise the value of different perspectives and experiences. This may involve respecting and valuing the contributions of all members, regardless of their background or abilities.

Finally, like how rubber bands can be used to connect different objects together, a good MAAA member is a team player. They work collaboratively with other members to achieve the MAAA's goals, and they are supportive and respectful towards others. By building strong relationships with other members and working towards a common goal, we all can help create a positive and productive environment within the club. By being reliable and accountable, we all can help the MAAA run smoothly and achieve its goals.

Being a good MAAA member is like a box of rubber bands - it requires flexibility, collaboration, resilience, and a respect for diversity.

Considering this, it becomes evident that people's perceptions of what is considered good can differ, and may also evolve over time and across generations, which is perfectly acceptable. However, this also suggests that the traditional concept of volunteering that has existed within our society has regrettably undergone a transformation in today's world. It is an aspect that we must all learn to acknowledge.

One last thing, there has been a fair bit of chatter on Social Media regarding the leadership at the MAAA, and so on.

The Council is made up of representatives from State Associations across Australia, and these associations, in turn,

consist of delegates from local flying clubs. These local clubs select representatives through their own electoral processes, with everyday aeromodellers at your local flying club playing a crucial role in electing the MAAA Council. It's a connection that might not be immediately obvious but is significant.

Here's the thing: if you find yourself not entirely satisfied with how the MAAA or your state association is being managed, there are constructive avenues to explore. You actually do have a say, initiate a conversation with your club executive, and encourage them to bring your concerns to the State Association and, if necessary, to the MAAA Council. Alternatively, consider taking a more active role by putting yourself forward. Nominate yourself for a position at your club, state association, or even for the MAAA Executive.

Together we can, Apart we can't. Multiple passions, One Aeromodelling Community.

**DGK**

David Kennedy  
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# PRESIDENTS REPORT



**Well it is that time of the year. Merry Christmas to all and may you all have a safe and Happy New Year. Deck the halls with balsa and holly, 'tis the season to fly quite jolly!**

I extend my heartfelt thanks to each one of you who has passionately supported breathing life back into WINGSPAN. The overwhelming consensus has echoed a resounding "yes," with a unanimous declaration of "Thunderbirds are GO." This collective enthusiasm serves as the driving force behind our shared commitment to make this revival a resounding success.

Hopefully you have read the WINGSPAN Principles, which clearly defines what it is and more importantly what it isn't.

WINGSPAN is not the be all and end all, rather it forms part of a re-invigorated multi-channel communications approach from the Council to all members.

Over the next six months, leading into the annual MAAA Council Conference, the Council must embark on a change journey, aiming to enhance engagement, shape a new culture, and elevate our effectiveness in the eyes of our members and key stakeholders. A comprehensive overhaul of the MAAA's statement of rules is underway lead by Michael Hobson and a small but dedicated group of individuals, laying the foundation for an organisation that caters to the evolving needs of the aeromodelling community.

Equally significant is the rewriting our manual of procedures (MOPS). By reviewing and updating these processes, we will ensure smoother operations and enhanced transparency, instilling greater confidence in our stakeholders. The MAAA Council is committed to embracing change, and this revamping of procedures will be a testament to our dedication.

Inspired by the principles of the revered men's shed movement, the MAAA Council acknowledges the significance of community-based membership. We will wholeheartedly embrace these principles to reframe our approach and strengthen the bonds

that bind us together. Collaborative mutual support, and a sense of camaraderie will be at the core of our renewed focus.

Turning our attention to the Member Jungle (MJ) project, I want to express gratitude for your patience and understanding. As you are undoubtedly aware, the transition to MJ as the new membership platform for MAAA members is in progress. While we have faced challenges and delays, the dedication of the team behind the scenes remains unwavering. Regrettably, Greg Petherick has had to withdraw from the project due to pressing commitments. Nevertheless, we are fortunate to have enlisted the expertise of David Lewis, David Kennedy, and Mick Dallman to continue and complete the outstanding tasks. I want to acknowledge their commitment and assure you that the project remains on track, albeit with some delays.

While significant strides have been made, it is crucial to acknowledge that more work lies ahead before the platform reaches its full functionality. The bare-bones functionality aims to be ready for next year's renewals, with fuller functionality anticipated by the year's end.

The MAAA is currently facing challenges. To secure our survival, we need to abandon outdated behaviours and embrace inclusivity, sustainability, safety, and innovation. Failing to do so may lead to our historical irrelevance. The time for change is now.

Differences can positively shape our individualities and collective understanding. They should catalyse innovation and promote inclusivity, encouraging us to celebrate unique aspects. Their value lies in shaping perceptions, interactions, and the world around us. Now is the moment to focus on broader issues, approaching them differently to make a meaningful difference. This is my personal goal for the upcoming months.

Aeromodelling in Australia is Awesome.

*Tim Nolan*

MAAA President

# MICHAEL HOBSON MAAA INSURANCE UPDATE

A simple explanation of the MAAA Insurance policies.

There are currently six insurance policies taken out by the MAAA being:

- Public Liability
- Personal Accident
- Travel Insurance
- Business Insurance (Property)
- Cyber Insurance
- Association Liability

## Public Liability

The Public Liability insurance covers all members (irrespective of age) for any legal liability arising out of their operation/use of a model aircraft. This is the most important insurance policy as it essentially protects members in the event that they are sued by an injured person etc. It indemnifies our members for their liability in respect of an injury caused to another person or damage to other people's property. The liability limit of this policy is \$20,000,000.

Conditions of the policy include that you operate your model lawfully and in accordance with the MAAA MOPS etc. It is critical to understand how public liability insurance operates. If you are at the flying field and you are struck by a model, you do not have a direct right to claim against the MAAA insurer – you will likely have a claim against the pilot of the model that struck you. If they are an MAAA member the insurer will indemnify them for their liability to you (in simple terms the insurer will write out a cheque to pay to you what the other pilot would have been liable to pay to you).

If the other pilot is not insured (or has insurance via another insurer) you will need to sue that person and hope that you can extract payment from them to compensate you. The MAAA insurer would not be involved in this circumstance. This is part of the

reason why MAAA encourages clubs to only allow MAAA members to fly at their flying fields.

## Personal Accident

This is an insurance policy intended to assist our members where they injure themselves in the course of their aeromodelling activities – it is not intended to fully compensate our members for the loss or damage that they may suffer as a result of a 'self-inflicted' injury whilst aeromodelling. The member does not need to show that another party is responsible for the injury or that another party is at fault.

There are a number of benefits to this policy including income continuation, lump sum payment for defined injuries and payment for out-of-pocket medical expenses. In accordance with standard insurance industry practice, there are various tiers of coverage based on the age of the insured. Typically insurers will not offer these policies to persons over the age of 65. The MAAA has secured a policy that has tiered reductions in coverage from 75 years of age onwards. There are also limitations for juniors. The limitations are based on standard insurance industry practices and what the insurer is prepared to cover based on their actuarial assessments of risks etc.

It should be noted that the limits on this policy are relatively modest – there is a maximum \$100,000 payout in the event of death and a maximum weekly income continuation payment of \$1,000 per week. Members should carefully consider their own circumstances and determine if they should take out additional coverage.

In summary, this is the insurance policy that may provide you with a little bit of compensation if you stick your finger in the prop and you have no one else to blame.

### **Travel Insurance**

This is a limited policy to cover members of Australia teams travelling to World Championships and other sanctioned events. It also provides limited coverage for persons travelling on official MAAA business. Details of the proposed travel must be submitted to the insurer in order for the travel to be covered as a declared trip. This is not a policy that has general application to members even if they are travelling to aeromodelling events.

### **Business Insurance**

This is a standard business insurance policy cover the MAAA for the usual risks associated with its operations including property insurance etc. Primarily this relates to insurance on the various flying fields owned by the MAAA and leased to clubs.

### **Cyber Insurance**

Insurance for cyber risks and associated liabilities. It's a standard policy for businesses and incorporated associations etc.

### **Association Liability**

This provides insurance for various potential liability for the MAAA, each State Association and each Club for things such as breach of fiduciary duties, negligence, directors and officer's liability. It's a standard policy for incorporated associations etc.

### **Policy Documents**

The above is a very high-level summary of the various policies. It must be noted that each policy is subject to an extensive list of qualifications, exclusions and limitations etc set out in the various Product Disclosure Statements, Schedules, Endorsements and Certificates of Currency.

The terms and scope of the policies are also reviewed every year by our brokers, V Insurance, who make recommendations to the MAAA Council about changes to the policy and ensuring that we get value for money. V Insurance have been advising the MAAA for over 10 years.

All documents relating to insurance are available to members of the MAAA. However, as evidenced by recent misguided statements of social media they do require some effort to properly interpret and understand. For example, the industry standard limitations applying to some policies appear to have been misrepresented as applying to all policies.

As a risk management tool, advice around the MAAA insurance policies to our members is managed by V Insurance (who are legally licensed to provide insurance advice). This includes V Insurance being responsible for hosting the most up to date MAAA

Insurance policy documents and related summaries on their website.

I understand that V Insurance previously flagged some concerns about having the documents publicly available. We are currently working with V Insurance to have all documents available for download by our members. This should be available within the next couple of weeks.





MODEL AERONAUTICAL  
ASSOCIATION OF AUSTRALIA

AEROMODELLING IN AUSTRALIA IS AWESOME



**DON'T LET SAFETY TAKE A HOLIDAY, JUST BECAUSE YOU ARE ON ONE. SAFETY FIRST THESE HOLIDAYS.**

# WHO IS ON THE MAAA COUNCIL?



TIM NOLAN  
President



MICHAEL HOBSON  
Vice - President



GARRY POPE  
Treasurer



RHYLL MCCORMACK  
Federal Secretary



MITCH BANNINK  
Safety Officer



DAVID LEWIS  
National Registrar



KEITH QUIGG  
Member Services



MICK DALLMANN  
MAAQ President



CRAIG BURKHARDT  
MAAQ Vice-President



RODNEY CLARKE  
MAAQ Secretary



DAVID KENNEDY  
ANSW President



CLIVE WEATHERHEAD  
ANSW Secretary

VACANT



TERRY BOND  
NSWFFS President



GARY TANSLEY  
NSWCLAS President



REEVE MARSH  
VMAA President



JOE FINNOCHIARO  
VMAA Secretary



ARTHUR BABLIS  
VMAA Treasurer



MICHAEL RUTLEDGE  
TMAA President



TONY SHEPPARD  
TMAA Treasurer

# WHO IS ON THE MAAA COUNCIL?



DAVID ROSE  
AWA President/Secretary

TREVOR LETCHFORD  
AWA Vice-President

ERIC BEVAN  
AWA Treasurer

MITCH BANNINK  
ACTAA President



STEVE MILLAR  
ACTAA Vice-President

TREVOR DALZIELL  
ACTAA Secretary

DAVID MIFSUD  
MASA President/Secretary

JEFF RAMSAY  
MASA Treasurer

SEAN FLAHERTY  
MASA Vice-President



RAY YOUNGER  
ANT President

MICHAEL OLIVER  
ANT Vice-President

DAVID GOODE  
ANT Secretary

# WINGSPAN

## SEND IN YOUR STORIES & PHOTOS

Do you have an article or story to share, or do you know another member who does? Tell us, we'd like to hear from you! WINGSPAN is what we, the members of the MAAA, make it.

Email us today - [editor@maaa.asn.au](mailto:editor@maaa.asn.au)



# THE MAAA COUNCIL – MICHAEL HOBSON

## **So how and why do people end up on the MAAA council?**

Let's start with the basics. We are all members of our local clubs. Some of us just want to go along and fly a model airplane every now and then. We don't want to attend committee meetings every month, deal with misbehaving members, deal with councils, mow the strip, cook the sausages, greet and welcome new members, teach people to fly, or any of the other stuff required to keep the club running. Fortunately, in most clubs we have a couple of generous, self-sacrificing souls who get fulfilment and satisfaction out of this stuff and we elect them to the committee every year when no-one else puts up their hand to share the work. It seems like many aeromodellers are pretty good at telling their club committee what they should be doing to 'fix' all the things that go wrong in the club but many will never actually step up to take responsibility themselves. They are happy to sit back, comfortable in the knowledge that the club committee are all good guys and doing more than their fair share to make sure everyone else has a club to enjoy. Thank God for those dedicated club committees!

In addition to their regular club servitude, one of the responsibilities of a committee member (it maybe the president, secretary or another delegate) will be to give up one of their afternoons or evenings to choof along to a monthly or quarterly meeting of the relevant state association. Together with all their fellow club presidents and secretaries they will hear from the elected management committee of the state association about the administration of aeromodelling at the state level, vote on matters to be determined, and consider what can be learned from other clubs to make improvements at their local club. Topics covered will often be funding applications to help our clubs, coordination of events and promotional activities, discussions on matter of significance like insurance, area approvals, regulatory changes etc.

At these meetings of the state association (which are generally also open to all individual affiliate members of the state association but which few ever attend) our faithful presidents and secretaries gets to represent their club and vote on behalf of their club. Importantly they also gets to observe and make an

assessment of the other club representatives. Who has the good ideas, who can advocate well for their club, who can express their ideas clearly, who has the best grasp and insights into all the technically challenging nitty gritty stuff that must be dealt with by the state association?

Once a year, our club presidents and secretaries will be asked to vote for who should make up the management committee of the state association. They will be presented with a list of candidates (most likely but not necessarily drawn from other regular attendees at state association meetings). They will think about who has the skills, knowledge, personality and other attributes to do a good job and discharge the responsibilities of office. They may seek the opinion of their club, they may talk to other delegates, they may rely on their own observations – has the existing committee done a good job or a bad job? At the end of the day, it is a fair and reasonable process in which all clubs and their members are represented.

Those who are elected to the state association management committee have volunteered to accept responsibility for the administration of aeromodelling in their state. There is very little power, glory or financial reward – but lots of expectations and responsibilities. Not dissimilar to the club experience, there are plenty who will criticise any decision they don't like regardless of how well or poorly informed they are of the facts.

The learning curve is steep for many newly elected state association members. Everyone immediately expects them to have universal knowledge of every state association rule and by-law, CASA procedure, MAAA MOP, insurance condition and provide perfect answers in an instant.

Typically, three of those state association committee members are also called upon to sit on the MAAA Council. Similar to the meetings of each state association, at this level, representatives of every state come together to consider matters of national significance that impact upon our members' ability to fly model aeroplanes. Typical matters will include settling the budget and all the questions that flow from that – can we get insurance, how much will it cost, should we buy land, should we contribute to funding events, should we fund international competitions and

teams, how much should we spend on advertising, how much should the fees be, etc etc.

There will be tough issues debated around keeping our regulators happy and content – do we need to change our rules to keep up with technological changes or regulatory requirements? How do we best engage with our regulators and ensure access to our airspace etc. Can our members accept the proposed solutions? What impact will any changes or rules or regulations have on our insurance etc etc. There is also of course a lot of discussion about what can be done to support our members and our clubs. Everyone is acutely aware that this is what it is really all about - this is where our members actually get to fly their models and enjoy their passion.

By the time delegates have a seat at the Council table (and in some cases it does happen relatively quickly) everyone will typically have insight into the operations of aeromodelling at all levels – as an individual club member, a club committee member, a state association member and good insight into the operations of the Council and Executive. They will be from a variety of backgrounds representing all disciplines and interests – free flight, control line, radio control, social flyers, competitive flyers, world championship competitors and master builders. They have experienced everything from being an instructor, being a heavy model inspector, running a club, organising events etc to having their say on how the MAAA should allocate its financial resources. In addition, delegates bring broad experience from their professional and working lives – everything from tradies to airline pilots to doctors.

The members of Council also have the responsibility of electing the Executive of the MAAA – this consists of the President, VP, Treasurer and Safety Manager who are elected on rolling terms. These are the small group of people who are expected to deal with any issues as they arise, manage the daily operations of the MAAA, liaise with CASA, oversee and facilitate insurance claims, give advice to our State Associations, clubs and members, promote the hobby and fix any other urgent problems.

When electing the Executive, members of Council use their best judgement to identify MAAA members who have the right attributes to best serve the needs of the MAAA and its members. Most importantly, the delegates of the MAAA Council and the Executive have a demonstrated passion and commitment to fostering aeromodelling. No one is sitting around that table for the perceived power or authority – there is none. What they

inevitably have is a very strong sense of responsibility and duty. They are keen to contribute and undoubtedly devote many hours that could otherwise be spent on more 'personally' focused endeavours – like flying their models.

This arrangement means that a group of people representing the aeromodellers of each state (who themselves have demonstrated years of commitment to the administration of aeromodelling) have closely observed and assessed the candidates and can make an informed decision about who is best placed to serve the members. It should be especially noted that anyone can nominate for the Executive – if an outstanding candidate demonstrates the desired skills and is the best candidate they would surely be elected – but the challenges of these roles should not be underestimated, and the time commitment is significant.

I support and agree with everyone having a right to question the current arrangements for the management of the MAAA. I myself am currently working on a small revision to the statement of rules for Council to consider to add clarity to the document but I am also willing to accept their collective wisdom. Occasionally members of Council and/or Executive will disagree with each other. Diversity of views should be encouraged but we are all passionate aeromodellers doing our best for the members of the MAAA.

# SAFETY MATTERS - MITCH BANNINK

**Area approvals have become a hot topic over the past few months, with a lot of clubs currently going through the process of renewing instruments.**

Why has this happened all at once you may ask? Well some 5 years ago, the MAAA submitted a large number of applications in response to regulatory change, and the 5 year issuance period is expiring for most of these approvals, all at the same time.

While this in itself presents its own challenges, the largest issue we are facing is clubs not realising their approvals have expired, and being suspended until we can sort it out.

There are 4 main scenarios which require approval from CASA:

1. Operating above 400ft AGL in any type of airspace (controlled or uncontrolled),
2. Operating within 3nm (5.5km) of a controlled aerodrome (this is an aerodrome with a control tower),
3. Operating from a manned aircraft airfield of any type (even if its on your own land with your own aircraft),
4. Conducting a Model Flying Display.

Additionally, you will require permission to operate within any type of Restricted Area (RA). This permission is obtained from the "authority controlling the area", which may not be CASA. Examples of this include Military restricted airspace around Richmond, Edinburgh, Townsville etc.

If you operate in any of these categories, please check your clubs instrument and determine its expiry date. It is the clubs responsibility to ensure they have the appropriate approvals in place for their operations. The MAAA does not have a comprehensive list of all instruments that have been issued. You will not get a renewal notice. Thankfully this is changing as new instruments are being issued.

If you're in a club that doesn't operate in these scenarios - like my club in Canberra

- you might not need CASA's approval as long as you comply with the Civil Aviation Safety Regulations 1998 (CASR) and MAAA MOPs. If it's always good to double-check your specific situation - if in doubt, please reach out to your state or the MAAA.

The process of obtaining an area approval has also changed over the past 5 years. When I started aero modelling, I pulled out my Tiger Trainer 2000, with an OS 40LA. This little blue engine was a very common site at most clubs. Most of the "advanced" members surrounding me were operating larger aircraft but not much over 10kg, and the sight of any jet created an immediate sense of awe. The risk posed to the surrounding area and airspace was relatively low buy the sheer nature of our operations.

Fast forward 25 years and we now have jets at almost every club, an ever increasing number of large models in excess of 25kg, small electric aircraft capable of doing 200+ knots, self guided and programmable model aircraft.... the list goes on. As well as this, urbanisation has seen our clubs end up far closer to homes and public areas. The risk profile at our clubs is vastly different than what is was 25 years ago. Consequently, CASA has an obligation to understand the changing risk, and seek appropriate mitigations to ensure an acceptable level of safety is maintained. The robustness around some of your club policies and procedures may need to change as a result.

One of the ways we communicate our self assessment of risk is through a club risk assessment. CASA requires an up to date risk assessment to be submitted with each area approval application. The MAAA webpage has the Risk Assessment template, and as always, your State Association and I are able to help if you get stuck, or simply need some guidance. Your club rules show how you mitigate some of those risks through the adoption of policy or procedure surrounding certain activities. We need to ensure they're robust enough to handle these changes. Clear and concise is the best way.

Risk assessments also rely on all members to report

Risk assessments also rely on all members to report incidents, accidents and hazards. Please help us, to help you, by reporting what's happening at our clubs. We operate under Just Culture principals. When accidents happen, the MAAA may complete an investigation, But provided the outcomes are not demonstrated to be wilfully negligent or reckless, then all we do with that information is work out how to make sure your peers fall into the same trap. We know that people don't go to the club planning to cause accidents. This topic will be discussed in more detail in the next Wingspan.

The MAAA has provided each of the States with a one page checklist for what is required for every Area Approval application. We will also see an update to MOP004 and MOP005 in the early part of next year. If in doubt, please reach out! It seems hard, but it's really not!

Now, about the application backlog at CASA. Yes, there's a wait, especially with CASA's shutdown this time of year and the flood of last-minute applications from the entire aviation community. This might mean some temporary suspensions for clubs, but we're doing everything we can to minimise the impact. If you have an event planned in the coming months and need an area approval, please get in contact sooner rather than later. We will do whatever is possible.

If in doubt, please reach out.

*Mitch Bannink*

safety@maaa.asn.au

**Australian Government**  
Civil Aviation Safety Authority

# KNOW YOUR DRONE and model plane

## IMPORTANT DRONE SAFETY INFORMATION

- You must not fly your drone higher than 120 metres (400 feet) above ground level.
- You must keep your drone at least 30 metres away from other people.
- If your drone weighs more than 250 grams, you must fly at least 5.5 kilometres away from a controlled airport, which generally have a control tower at them.
- If you're near a helicopter landing site or smaller aerodrome without a control tower, you can fly your drone within 5.5 kilometres. If you become aware of manned aircraft nearby, you will have to manoeuvre away and land your drone as quickly and safely as possible.
- You must not fly over or above people or in a populous area. This could include beaches, parks, events, or sport ovals where there is a game in progress.
- You must keep your drone within visual line-of-sight. This means always being able to see the drone with your own eyes (rather than through a device, screen or goggles).
- You must not fly your drone over or near an area affecting public safety or where emergency operations are underway. This could include situations such as a car crash, police operations, a fire or firefighting efforts or search and rescue.
- If you intend to fly your drone for or at work (commercially), there are extra rules you must follow. You will also need to register your drone and get a licence or accreditation.
- Remember, you must not operate your drone in a way that creates a hazard to another aircraft, person or property.
- Respect personal privacy. Don't record or photograph people without their consent —this may breach other laws.
- You must only fly one drone at a time.
- You must only fly during the day and you must not fly through cloud or fog.

**KNOWYOURDRONE.GOV.AU**

2024-4064

# CLUB ACTIVITY PROGRAM

## TO SUPPORT CLUB ACTIVITIES AND EVENTS

### KEITH QUIGG CLUB ACTIVITY PROGRAM

The MAA is pleased to announce the rollout of the 2023/2024 Club Activity Program.

This program has been designed to make it easy and quick for clubs to obtain funding up to \$1000 just for hosting an event. It can be anything from a simple club BBQ to an all-out public event to promote your club and aeromodelling. Whether you're a well-established club with decades of history or a newly formed group of aviation enthusiasts, this program is designed to cater to your unique needs and challenges.

We are striving to keep this application format as simple and as quick as possible. Follow the link below to make an application and to read the MAAA expectations.

Follow this link and get your clubs' online application in to be eligible.

Applications will be assessed within a day or two of your application being received, and once approved (up to five days), your funds will be promptly forwarded to your nominated club account.

<https://maaa.asn.au/club-support/club-financial-support>

Further information can be obtained from the Member Services Officer (Keith Quigg) on 0448 749 865 or at [member.services@maaa.asn.au](mailto:member.services@maaa.asn.au)

CLUBS WHO HAVE ALREADY BENEFITED FROM THIS SCHEME:



#### **Southern Soaring League (SSL)**

The SSL (Southern Soaring League) recently hosted their annual scale aero tow event at Bordertown Airport, in South Australia. The conditions over the three days were perfect, with continuous flying throughout the weekend.

As well as being one of the premier events on the aeromodelling calendar, the SSL were also a recipient of funding from the new MAAA Club Activity Program. This funding went towards the BBQ on the Saturday evening, which provided an ideal wrap up from the days flying along with an opportunity for everyone to socialise with one another.







### Grafton Model Aircraft Club Fun Fly - by Darryl Wolfe.

The members of the Grafton Model Aircraft Club hosted a fun fly on the 14th and 15th of October and those who missed it definitely missed a great weekend of comradeship, some excellent models and even better piloting skills.

Some 34 pilots registered for the event with several not taking the option to register as they could only fly on one of the days. The pilots, who registered, presented over eighty models to drool over and the estimated five hundred spectators did some serious drooling. As did the pilots.

The weekend was all about connecting with the community of the Clarence Valley and the club did that with the proof being the number of people who came through the gate. Many for both days and the fact that I got the catering all wrong and we ran out of food by ten forty five on the Saturday morning! One or two [was it three?] quick trips back into town were needed. It was great to be so wrong.

Having the ANSW marquee was an absolute Godsend as it provided shade and shelter for many of the spectators as well as casting a huge ANSW presence for the event. The marquee could be seen from five kilometres away giving the location of the field a huge lift for those driving out.

The weekend really started the Saturday before with a static display of models in the Grafton Shopping World that kept the members working the display very busy indeed. How to find us posters, about 100 of them, were printed beforehand and they had all been requested, not just handed out, by lunchtime. It was then a case of handing out the ANSW flyers with the club stamp and handwritten details on them. People knew that something was on. There were also fifty posters around the valley and yours truly did interviews with ABC North Coast [2NR] and local Community radio 103.1 FM. Our local commercial station 2GF also covered us in their sports news every day for the week leading up.

The local Clarence Valley Independent newspaper also ran editorial three weeks out and then on the week and included two pages on their Facebook pages. One on the static display day and

one on the Tuesday after the event. Coverage like this is priceless and I have thanked all of our media supporters for their interest and help.

There were pilots in attendance early on Friday the 13th to test out the airspace at the Tancred's Lane facility and while the wind played the game, there was some excellent flying being had. The wind was predicted to get nasty and the BOM was right with the wind picking up right on cue and keeping everyone grounded. The numbers of campers kept on rolling in and the car park had never been so full. It was a case of first in best dressed.

Saturday morning was showing up the best of what the weather could do but the wind was predicted to get going about two PM and it was right on cue. Pilots were busy registering their models with event director Martin Cochrane and the lineup of pilots was impressive indeed.

In the meantime, the large crowd, that seemed to keep rolling in through the gate, was treated to some spectacular flying and Dave Lewis put on a great display complete with smoke. Many spectators were totally unaware that model aircraft could look so convincing in the air.

Another display that caught the eye was Anthony Ogle's B25 bomber that made many low passes along the runway, in both directions. This attractive warbird had the crowd marvelling at how it flew and the control that was needed to fly the aircraft.

Then Mark Poulter fired up his Ranger turbine and the crowd almost stood still as he ripped back and forth along the runway. The sound and speed shocked most of the spectators and when Mark landed there was a generous round of applause for the display. He even got a bigger round of applause on Sunday when the left hand main gear refused to come down and Mark was forced to land on two wheels. The aircraft looked bound to run off the edge of the runway but, with a cool head, he was able to keep the machine on the runway and stop before any real damage was done.

My young bloke Johnathan, managed a couple of flights with his Bixler and was a great ambassador for our sport at the tender age of 'nearly eight!' It is a bonus that he is not too shy either.



There is not much more that I can put to paper here as I was bum up head down for most of the flying time with exception of getting three flights with my models and three with Johnathan. Talking to persons that are interested does take up time and I really missed much of what was going on.

I will say that I was very proud of being able to stand alongside my son as he collected an encouragement award and I took home first place in electric. And for him to be rubbing shoulders with some highly respected pilots was pure magic! His classmates got an earful at show and tell on the Monday. In all seriousness, I cannot think of a better weekend, for myself, for a very long time. Catching up with some old friends and making new ones. After all, is that not what it is all about when it all boils down???

It was said to me in the week after the event that spectators were impressed by the fact that there was no dead air. That is largely to the credit of the pilots in attendance. Thank you. There were no major crashes on either Saturday or Sunday. Only one comes to mind but it only broke a prop blade and the shear pin in the nose gear when the Trojan landed short of the runway with a flight battery failure. Note that the battery has already gone to battery heaven. [yes me].

Thank you to everyone who made the effort to come and fly with us. It is very much appreciated and I think all will agree, it was spectacular! 32 pilots registered for the event with a couple more electing not to register and 82 aircraft with at least a dozen more not registered.

**MILITARY**

- 1st Mike Hage
- 2nd Anthony Ogle
- 3rd Grahame Woodcock

**CIVILIAN**

- 1st Rick Collis
- 2nd David White
- 3rd Ray Wilson

**SPORTS**

- 1st Jeff Linton
- 2nd Martin Cochrane
- 3rd Bruce Lyne

**ELECTRIC**

- 1st Daryl Woolfe
- 2nd Larry Budd
- 3rd Paul Toohey

**JETS**

- 1st Mark Poulter

**PILOTS CHOICE**

- Mike Hage

**ENCOURAGEMENT AWARDS**

**AWARDS**

Dan Ralph, Johnathan Woolfe, Neale Dengate, Scott Short, Phil Gabanski, Bob Tomlinson, Andrew Luland, Noel Woodcock.







**Lismore Model Flying Club - Come and Try Day 18th November 2023**

The Lismore Model Flying Club (LMFC) is a very active Northern NSW club with 55 members including several Associate members and one Honorary member. It is typical to see members at the field every day of the week, with some not flying and just choosing to enjoy the facilities and share morning tea with like-minded people. Our club has come a long way since being six metres underwater at the peak of the Lismore floods back in February 2022. The recovery from the flood event has seen the club wear out our welcome with the regular few who always volunteer to help raise funds by tirelessly turning sausages at Bunnings sausage sizzles and other fund-raising events. The committee recently made the decision to switch the focus to "maintenance mode". So much work has gone into rebuilding that it is was seen as timely for everyone to get back to flying and just enjoying the field and facilities.

Like many clubs, we are conscious of the difficulty in attracting new members and the fact that our membership will naturally decline over time. This will make it more difficult in the long run to maintain and service club equipment, let alone plan for the significant expense of mower replacement, or other facility enhancements.

I am not a very active Facebook user, however Facebook seems very aware of my interest in model aircraft and often places interesting articles along with many advertisements, into my feed. The most recent of these was information on the 2023-2024 MAAA Club Activity Program. After reading what the program offered, I immediately filled out an application on behalf of LMFC with a view to combining several activities that could contribute to building our membership.

The activities we chose to combine into one event were as follows:

1. Come and Try day. Open to the public to come and view a typical social flying session as well as trying the club trainer on a buddy box.
2. Buy/Sell/Swap. Open to all members and visitors with an interest in selling, donating, or purchasing hobby related items.
3. Club sponsored BBQ for all members and visitors.

The idea was to host a social day that demonstrated the value of our club to the community whilst trying to attract interest from perspective members. This was done in conjunction with the buy/sell/swap session along with endless tea, coffee, cold drinks and a sausage sizzle running from 10am through to 2pm on Saturday 18th November.

The response from Keith Quigg (MAAA Members Services Officer) was immediate and positive. The MAAA Executive approved our application, and the rest was up to our club to make the day happen.

We made up a flyer (see below) and posted these in shopping centres and a range of community notice boards spanning Bunnings, Repco and Autobarn. We advertised on Community radio in both Lismore and Ballina, and let our council know what we had planned. We also extended the invitation to Grafton and Lower Tweed flying clubs.

The weather on the day was perfect with a range of both static and flying models on display. We had scale, gliders, IMAC, pattern, ducted fan and control line all taking part in social flying during the day. The club trainer was in use with several potential new members trying their hand with most wanting to use Mode 2 based on game controller experience. Thankfully we had both Mode 1 and





Mode 2 radios available for student use with wireless link to the Instructor's radio (Mode 1).

We had over 50 people in attendance during the day including club members, visitors from the Grafton and Lower Tweed clubs, and members of the public. Our club trainer helped several visitors have their first fly and also assisted Daryl Woolfe's son, Jonathon, progress to his first unassisted take off. The BBQ was enjoyed by all with our volunteer chefs on duty from 10am – 2pm. There were bargains to be had as part of the buy/sell/swap and many items changed hands.

It was pleasing to see five club membership forms handed out with the first of these being filled out during the day. The others are keen to take advantage of half year membership from 1 January.

The day was a great success for all involved. The Lismore Model Flying Club would like to thank MAAA for the Club Activity Program initiative.

The day is best summed up by the following message which was sent to our club President and Secretary:

*"Congratulations to you and the team for a momentous day at our world class field, great flying, training, so many happy people mixing, chatting, flying and coaching young flyers... so much work you guys put in and background support though not seen was really apparent! Best day at a flying club meet for me in a very long time!"*

Prepared by Peter Whitely – LMFC Secretary/Treasurer



**SATURDAY 18<sup>TH</sup>  
NOVEMBER 2023**

**COME AND TRY DAY**

**Lismore Model Flying Club**

LMFC welcomes interested visitors to come and have a look at our club. We are holding a buy/sell/swap day which includes a flying display of members models along with the opportunity to try RC flying on our club trainer using a buddy box radio system! A free sausage sizzle is available, along with tea, coffee and cold drinks from 10am-2pm.



[www.lismoremfc.org](http://www.lismoremfc.org)

Find us on Facebook "Lismore Model Flying Club"

**Lismore Model Flying Club**

**Free Sausage Sizzle 10am – 2pm**

**RC Model Flying Display – Scale, Aerobatic, Gliders, 3D fun fly, Control line**

**Come and say hello, watch the action or try your hand at RC flying!**

**Buy/Sell/Swap of RC hobby related items**

**LISMORE MODEL FLYING CLUB**

340 Wyrallah Road Lismore.

Shared access with

Richmond River Gun Club

[www.lismoremfc.org](http://www.lismoremfc.org)



### BRAG RC Model Plane Club - Fun & Float Fly Event

Photos Courtesy of Dave Lewis and Tony Wilson and other attendees.

This is another story of sitting on the edge of your seat waiting to see what the weather was going to do. Initially the predictions were good, and then over time took a turn for the worse. The great thing is that the weather at Blue Rock lake can be completely different and for the better.

Punters started arriving Friday morning to set up camp. There was some flying done on the Friday. With the weather being unpredictable.

Saturday turned out to be a great day for flying. There was a couple of showers here and there, the wind was on and off, but overall a very good day. Again the hamburgers were a big hit, and a big thanks to Scott for organising the catering and the duties of head chef.

Saturday night was very enjoyable evening, sitting round and enjoying the activities of a few who decided to go night flying. Sunday started out wet. Very disappointing but it did clear. The BBQ was very busy pumping out egg and bacon sangas, and a few smoothies were enjoyed. Unfortunately there was some wind about and peaked around 15kph.

More pilots arrived in the morning. The total number of registered pilots reached 31. Not bad for our second event ever as a relatively new club.

There was still plenty of flying off the strip, and there was a few good windows for float flying.

The MAAA was kind enough to support the event with a financial contribution of \$500. Our application under the Club Activity Program was proceed promptly and the funds arrived in a timely manner. This money softened some of the conversations within the committee, especially in relation to anxiety around guessing the catering requirements, and general preparation and cleaning of the facilities and site in general. So again thank you to the MAAA. Talking about catering, the hamburgers were good, and they were selling better than the sausages, maybe it shouldn't have been a surprise.

Last but not least and arguably the main event, was the Pilot Choice Awards.



**Best Airplane:** This was awarded to Dave Lewis. The plane is a very nice looking Carf Edge 2.6m w/s with a DLE 120 up front. Dave's plane adorns a custom paint job in the Red bull theme. Dave painted this himself and may do yours if you ask nicely.



**Best Seaplane:** This was awarded to Tony Wilson. Tony flew the Anderson Kingfisher. This is a 20 Year old plane possibly built by Tim Nolan and is newly powered by a RCGF 20 twin. The plan weighed in at about 9kg, and had its maiden flight on the Saturday and was certified on the day after a couple of adjustments. Well done Tony.



The raffle was drawn on the Sunday. Winners of the raffle were:

**1st Prize:** The plane went to Jamie who purchased his ticket online after scanning the QR code at all places Warragul Forrest and Garden

**2nd Prize:** The chainsaw went to David Chippindall who purchase a ticket off Tony who was selling them in Bairnsdale.

**3rd Prize:** The accommodation package was one by Carl Bizon. Adrian purchased the first half of the book, and Carl the second half.





**Loganholme Aeromodellers Radio Control Society - LARCS**

Some kind words from Councillor Miriam Stemp (Logan City Council)

"What a fantastic morning on Saturday at the 'end of year fly in' at LARCS for the CUBS and CLASSICS on November 18, 2023.

I always enjoy my time at the club and caught up with so many plane enthusiasts, learnt all about their planes and saw these talented pilots manoeuvre them in the sky and on the runway.

It was fantastic to see grandparents with their children and grandchildren all learning and enjoying this hobby as a family. I was speaking to the president of the club and he has advised that they are looking to hold a 'Come and Try' event in 2024 using dual controlled planes.

Once this date is set, I will let the community know and also contact our local high schools to hopefully get some of their flying enthusiasts involved. "







**MAAA  
Club Activity  
Program**  
✈️  
**Have you  
applied yet?**  
✈️  
**More info at  
[www.maaa.asn.au](http://www.maaa.asn.au)**





# BROKEN HILL HIGH SCHOOL - STUDY AERONAUTICS



**Students from the Broken Hill High School have been studying Aeronautics this semester.**

Through building a one 1/2 scale model radio-controlled aeroplane, with students working in small groups and assigned different plane sections to construct. The balsa wood components were cut using the laser cutter. Students have had to work together and problem-solve construction techniques to design, test, assemble and fit components for the plane to be able to be flyable. The plane plans had to be modified to suit the aeroplane electronics.

Due to this being a first unit delivered in IT Engineering, there were many obstacles to face and unfortunately their model was not able to be finished before the end of the semester. During this time, students have also learned about the concept of the aerofoil wing and how this creates lift in a wing.

A flight simulator specific to radio controlled air-craft was used in several classes to give students practice in piloting a radio controlled air-craft. After this, they were able to fly a small electric glider in the school as part of their learning.

On Friday the 3rd of November, Mr Ash Smith took his Year 10 IT Engineering students out to the Broken Hill Model Flying Club (BHMFC) to experience flying model aircraft under the guidance of a local flight instructor Mr Greg Pope. Students were able to fly an electric-powered aircraft as well as a petrol-engine aircraft.

Wind conditions were not ideal; being 20-25kph, however the instructor did a fantastic job in tailoring each student's flying experience specific to their confidence level.



## WING SPAN | DECEMBER /JANUARY



At the BHMFC, the instructor and student use a separate transmitter each, which are linked together as a 'Buddy System'. It enables the student to have complete control of the aircraft whilst the instructor can intercept full control of the aircraft at any point of time in the event of an emergency.

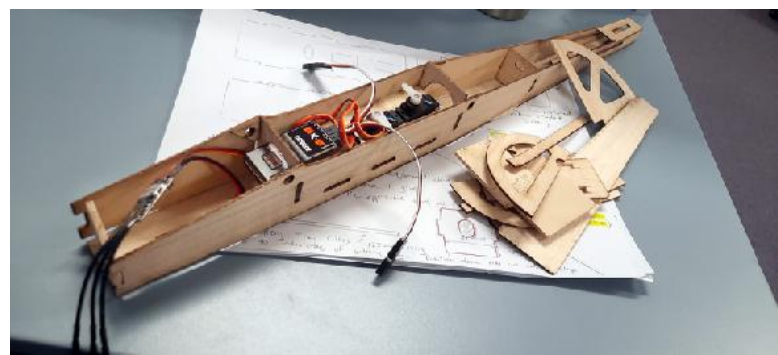
The experience has reinforced student learning by being able to actually fly an aircraft and follow

instructions using the key words they have been learning about such as banking, elevator, ailerons, rudder and throttle control.

As an added bonus, students experienced some spectacular aerobatic manoeuvres with an aerobatic plane, demonstrated by Flight Instructor Greg Pope.

It was an amazing experience for all who attended and BHHS students are to be commended for their outstanding conduct on this excursion, who have proudly represented Broken Hill High School.

Ashley Smith | TAAS Teach



# LISMORE MODEL FLYING CLUB



Almost two years on from the floods, and what a difference that time makes.

February 2022 saw three major rain events, over a period of four days, create Australia's biggest natural disaster since Cyclone Tracy.

The total cost to insurers of the northern rivers floods turned out to

be the second costliest event in the world for insurers in 2022. Each of the three rain events would have resulted in significant flooding in their own right, however the combination of three in four days was catastrophic.

The speed of the rising water overwhelmed all throughout Lismore CBD, Girard's Hill, East Lismore, South Lismore and North Lismore. I am sure many of us saw the news coverage of the flotilla of local residents boats assisting our totally inundated emergency services.

Priority naturally went to aiding those seriously affected with any concerns for club property and facilities such as Lismore Model Flying Club, a very long way down the list.

The rapidly rising water prevented any access to LMFC and literally everything at the club was affected with the runways, pit area, shed and contents reportedly some 6 metres underwater. Our container, used to house mowing equipment, and located on higher ground well away from the runway area, was also flooded and floated away from its footings.

Access to the LMFC field was initially totally cut off for a number of weeks, noting also that the nearby sewerage treatment plant was completely flooded with damaged pumps and remained out of operation for several months, with raw and low treated sewerage discharging into the Wilson River and waterways in and around our club.

The pictures on the right are taken at a considerable distance from our club, hence the poor resolution, however the sailing dinghy is roughly on top of the clubhouse and the second photo

shows the neighbouring gun club with our club completely submerged behind it.



The club executive started to list the losses and put together a plan for the lengthy recovery process and then on day 21 after stripped out and disposed of. The task was significant, given the volunteer nature of all our helpers and the ever-growing list of jobs to be done.



The LMFC committee looked at a range of flood mitigation and flood recovery options. Top of mind was always that member access to the field for flying was the number one priority with facility repair and improvement coming in second and this was followed by the reestablishing of club flying and social events.

A detailed plan was drawn up covering the above priorities and a range of projects created to address the plan. We agreed to give individuals total ownership of various projects with both a very limited budget and club volunteer assistance. It was quickly evident that club funds alone would not go near achieving what was required and a range of funding options was investigated.

The photo above was only able to be taken after the second floodwaters had subsided by many metres allowing closer access to the field. This photo shows the roof of the clubhouse with the main runway between the clubhouse and the first row of trees. Beyond the underwater tree line is a drainage canal, another row of trees and then open fields before getting to the hills well in the distance. This is the start of the hill seen behind the sailing dinghy in the photo above.

Bearing in mind that this is the second flood, 21 days after the first. The club porta-loo was ripped off its concrete drilled footings and can be seen wedged under the roof of the clubhouse. This is after it had been recovered by vehicle winch and towing only days prior to the second flood! The force of the flowing water also tore the roller door from its guide rails.

The next series of photos at the bottom of the page show the first look inside the clubhouse with the majority of items having to be

LMFC was successful with its application to the MAAA for the Club Assistance Scheme, which saw \$5,500 being made available towards the overall project to further mitigate the effect of major rain events on our runways, taxiways and pit area at the club field. In addition to this the club matched these funds through the hosting, in quick succession, of three Lismore Bunnings Sausage Sizzles, noting that Bunnings itself went 2 metres under water with 100% of stock having to be written off.

Many businesses found out that the rapid mould growth on nearby stock that was not flooded meant that all stock had to be written off and was not available for sale. Lismore Bunnings has been an exceptional supporter of our club. Securing three sausage sizzles basically in a row, with a fourth planned for May, is normally unheard of. Combined with the MAAA CAS, this provided sufficient funds for the three stages of the field drainage project





and the replacement of some basic clubhouse items such as water tank, chairs, tables, shelving etc. A large range of club maintenance and facility equipment such as generator, air compressor, mower spares, gazebos, signage, etc has fallen outside of available funds and cannot easily be replaced.

### Flood Mitigation Project

The project was broken into three stages being:

1. Runway drainage. Purchase of soil and the hire of excavation equipment for the construction of several major drains to help divert water around the runways towards a larger drainage system around the perimeter of our field. This stage was completed as soon as we could get machinery onto the field as flood water subsided. Noting that the newly created drains continued to flow ground water for over four months following the second flood.
2. Perimeter drain clearing. Whilst the runways continued to dry out, the next major hurdle was the clearing of the perimeter drains to allow the constantly building water to flow towards the nearby stream and river system. The perimeter drains were completely blocked by the large number of coral trees that have formed stands in the low lying wetland areas. This task was well beyond a normal club working bee and contractors were brought in to complete the felling and clearing. Access was then possible for the excavation equipment to return and complete the clearing of the drains. Remaining coral tree stumps were chemically treated via cut stump stem injection as advised by NSW Department of Primary Industries.
3. Additional field drainage. The final stage saw additional drains being dug to further link the outfield with the perimeter drains, along with more filling, topsoil, levelling and re seeding of the runways.

The series of photos below show the work being done over several months to complete the flood mitigation project.



Hundreds of coral trees being removed to allow access by machinery to clear the blocked drains.



Club working bees were held to prune and tidy up after the bulk of the felling and clearing work done by the contractors.



At least the digging in soft soil was relatively easy, although only suited to lighter weight machinery with the risk of getting bogged.



The images above show the various cross drains being dug to help drain the ground water under the field to the nearby canal which then runs to a major creek and continues onto the Wilson River.



All up, members lost 13 weeks of flying time before access to the field was once again possible. This was then followed by ongoing cleaning, rebuilding of shelves, building a new kitchen area and the installation of a donated solar system with the new batteries coming out of club funds.

On top of this was the repair of flood damaged mowers, blowers, trimmers and other club equipment noting that a number of major items were not recoverable.

### **Has it Been Worth It**

Several people have questioned the effort that has gone into rebuilding our field, given that history dictates that we will flood again. No amount of fill will lift the field to a point where we are flood proof, however significant drainage will help get rid of the water more quickly. Further flood proofing has also been undertaken inside the clubhouse with the use of materials that survive flooding and locating critical equipment as high as possible in the shed.



All electrical equipment has quick disconnect features which allow for immediate removal given that Lismore is being equipped with a range of new early warning devices that will hopefully provide residents with more time to prepare in the future.

Our field was put to the test in October with a flash flood on the 25th October. You will see some interesting photos below and yes, the photo on the bottom right shows a bull shark peacefully swimming the length of our main runway. This is probably not a typical model flying field hazard! The water was very clear and numerous large catfish were also spotted. We

have drone footage showing this. Thankfully our new drains worked with flying and mowing recommencing just three days



later with no facility damage. Equipment was removed from the clubhouse, however the water was less than knee deep and everything was reinstalled as soon as the water subsided.

### **The End Result**

The transformation of the field over a period of nine months is bordering on unbelievable. The MAAA CAS grant, and fund raising combined with tireless effort by many club members, has delivered an exceptional end result.

We have a postcard perfect field, mown to nearly bowling green standards, with a range of facilities to make time at the field very enjoyable for members and visitors. The solar system provides 12 and 24v outlets for charging of batteries along with power for the fridge. Endless tea and coffee is always available along with pressurised water from the new tank and a clean and efficient kitchen. BBQ facilities top this off to make a great flying field.

The pictures below show the end result along with the extent of the new drains around our perimeter helping to get the ground water to the canal and onto the river system.







The last four months have seen significant activity at the Lismore Model Flying Field. We were nominated as a practice field for the F3A 2022 Australian Masters World Cup which was held at Casino. The practice event received great coverage with a Channel 7 news article including interviews with competitors and our club President.

Just prior to Christmas we had Daryl Woolfe (ANSW Safety Officer) join us for a morning of flying where we hosted a BBQ and Daryl briefed our members on many aspects of safety in our hobby and how it affects all of us. Daryl commented in a recent ANSW newsletter that the Lismore field was a great example of how a flying field should be safely setup.

Our club Christmas Event, held at the field, was attended by nearly all our members along with partners and visitors. A large screen displayed photos of the club recovery process and a social morning of flying was an important part of the event. Early February saw us host Janelle Saffin, Member for Lismore in the NSW Legislative Assembly, for a morning tea and model display at our club. Janelle addressed all members by complementing us on the recovery work done and recognition of the important service our club provides to both community and club members who often just come out to watch the flying and join us for tea and coffee.

The club extends an invitation to all who might like to spend a weekend in the area and come and watch or participate in the event. All catering will be done by club members to help make this a successful event and contribute to club funding.

### Summary

The Lismore Model Flying Club would like to formally thank the MAAA for the invaluable support provided by way of the Club Assistance Scheme. Whilst we have a number of higher value items that cannot immediately be replaced, the number one priority of the club executive was to get back to flying and concentrate all effort on the runway, pit area and club facilities. Our members, and visitors are still in awe of the end result. We have an incredibly good facility that is a relaxing place to meet up with friends, participate in social activities and most importantly, enjoy all aspects of our great hobby of model flying.

We have large scale, gliders, scale aerobatics, high wing trainers, helicopters, foamies of all descriptions, drones and even control line all existing in a friendly environment. Call through and say hello if you get the opportunity to be in our region. Google Maps will direct you right to our gate by searching on Lismore Model Flying Club, or contact the club executive at [ylistmfc@gmail.com](mailto:ylistmfc@gmail.com)

Read all about our recent event - a Come and Try Day on 18th November - made possible in part by the new club funding activity program, in the Club Activity Program section.



**SATURDAY 18<sup>TH</sup>  
NOVEMBER 2023**

### COME AND TRY DAY

#### Lismore Model Flying Club

LMFC welcomes interested visitors to come and have a look at our club. We are holding a buy/sell/swap day which includes a flying display of members models along with the opportunity to try RC flying on our club trainer using a buddy box radio system! A free sausage sizzle is available, along with tea, coffee and cold drinks from 10am-2pm.



[www.lismoremfc.org](http://www.lismoremfc.org)

Find us on Facebook "Lismore Model Flying Club"

Lismore Model Flying Club

Free Sausage Sizzle 10am - 2pm

RC Model Flying Display - Scale, Aerobatic, Gliders, 3D fun fly, Control line

Come and say hello, watch the action or try your hand at RC flying!

Buy/Sell/Swap of RC hobby related items

LISMORE MODEL FLYING CLUB

340 Wyrallah Road Lismore. Shared access with Richmond River Gun Club [www.lismoremfc.org](http://www.lismoremfc.org)

## WING SPAN | DECEMBER /JANUARY

**The 73rd Nationals for 2023 at West Wyalong are rapidly approaching, kicking off on Thursday 28th December and running through to Thursday 4th January 2024.**

Entries are starting to roll in, as they always seem to do just on the death knock. Late fees will be delayed another week or two to encourage some of the undecided, lazy or misinformed.

Michael Owen will be taking video footage from most of the venues to compile a movie on control line, free flight and SAMs flying. We need as much PR as possible these days if we are to have any chance of encouraging new flyers. I appreciate the needs and concerns of flyers but please cooperate. We need the publicity and we need to display that to the MAAA members and the public.

Contest Directors for each of the events have been chosen, or almost all finalised. However more contest director are require

for the Free Flight categories. Roy Summersby is co-ordinating the Free Flight, so any one interested in helping out there should contact him directly.

Control Line Contest Directors :

- Goodyear and F2F will be run by Keith Baddock
- F2A and 27 Goodyear Andrew Heath
- F2C, Classic B and Vintage A Robert Fitzgerald
- Open and Slow Combat Murray Wilson
- 2.5 Rat and Open Rat Harry Bailey
- Junior Rat Combined Speed and Jet Ken Hunting
- F2D Maris Dislars
- Classic FAI, 1/2 A Combat and Vintage Combat, Michael Owen.

Catering plans are well underway. Michael Owen will also provide an on field 'restaurant' and a professional caterer will be appointed to do the Celebration dinner, with the usual red and white wine will be supplied.



**73RD NATIONALS 2023 - WEST WYALONG**

**THURSDAY 28TH DECEMBER 2023 TO  
THURSDAY 4TH JANUARY 2024**



The program for the event is below,. However is subject to change as we have more entrants com eon board. If you are interested in contesting, or volunteering or just coming along to enjoy the event, more details and entry forms can be found on the NSW Free Flight Society website.

# Terry Bond

| Activity & Date   | Social Events                     | W Wyalong Stadium - FF/CL/RCI   | McAllister Oval - CL Aerobatics          | AB Field H/ Stand - CL Speed & Racing                   | AB Field Grass Circle - CL Combat & Racing | AB Field - Free Flight                                      | AB Field RC Strip - SAM's                        | AB Field RC Strip - F5J & F5B |
|-------------------|-----------------------------------|---|--|---|--|---|--|-------------------------------|
| Thu 28th December |                                   |   | Practice, Demo Fun Fry / Try Day         | Practice  | Practice                                   | Practice & Fun Flying everyday                              | Practice   |                               |
| Fri 29th December |                                   |   | 9AM - 4PM F2B Aerobatics Rd1 - Aft & Exp | F2C TEAM RACE Heats 1 & 2 F2F TEAM RACE                 | 2.5cc Slow Combat Classic B TEAM RACE      | 7am-10am F4A 8am-1pm Open Rubber                            | Checking Processing Practice                     |                               |
| Sat 30th December |                                   |   | 9AM - 4PM F2B Aerobatics Rd2 - Aft & Exp | F2C TEAM RACE Heats 3 and 4 Final Classic FAI Team Race | Vintage A Team Race                        | 8am-1pm F1A, B, C Fly off 7am 31 Dec 8pm-9pm Night Scramble | 9am 2cc Duration 1pm Std Duration                |                               |
| Sun 31st December | 7.00 PM Country Lamb Roast Dinner | 3PM - 6PM Electric Control Line Aerobatics  | 9AM - 4PM F2B Aerobatics Rd3 - Aft & Exp | 27 GOODYEAR 27 sec per 10 laps Junior 2.5cc Rat Race    | F2D Combat                                 | 7am fly off from 30 Dec 8am-1pm F1J, Vintage Glider/ Rubber | 9am Cabin Scramble 10am OT Glider 2pm 38 Antique |                               |
| Mon 1st January   |                                   | 9AM - 2PM Practice 2PM - 4PM Peanut & Scale 4PM - 6PM Indoor Glider 6PM - 9PM Hangar Rat & Scramble | 9AM - 4PM F2B Aerobatics Rd4 - Aft & Exp | F2A SPEED Rounds 1 & 2 Combined /Jet Speed              | 1/2A Combat                                | 8am-1pm Open Power P30                                      | 9am 1/2 A Texaco 1pm Duration                    |                               |
| Tue 2nd January   |                                   |   | 9AM Classic Stunt                        | F2A SPEED Rounds 3 and 4 GOODYEAR                       | Open Combat                                | 8am-9am Day Scramble 9am 12pm HLG,CLG,DLG 9am-12pm E36      | 9am GB Event 1pm OT Texaco                       |                               |
| Wed 3rd January   |                                   |   | 9AM Vintage Stunt                        | OPEN RAT RACE 2.5cc Rat Race                            | Vintage Combat                             | 8am-1pm 60's Coupe Vintage power                            | 8am-2pm FF Vintage Power 2pm Nostalgia           |                               |
| Thu 4th January   |                                   |   | 9AM F4B CL Scale                         |   |  | 8am-1pm F1H, F1G, OZ Diesel                                 |  |                               |



# THE ABC ROBIN – ROY SUMMERSBY



## The NSW Free Flight Society Inc.

Why would one build an ABC Robin? It certainly is not one of the most attractive planes in the book, but I had my reasons. Late last year, Dave Hegarty MAAA 72, left us for the big flying field in the sky. Dave was a close friend of mine for many years, I think I met him when I was just 12 years old at the Doonside club house. The Robin was one of Dave's favourite models, he had built it for both rubber and power, and they flew well. At Dave's funeral I promised myself that I would build one in memory of Dave.

The other reason is that the Robin, is one of the easiest scale models to build, it lends its -self to both free flight and radio. Many of them have been built in a verity of sizes and in both disciplines all with success.

The Robin was a single seat high wing monoplane with folding wings and first flew in 1929. It has a large plywood box fuselage and a wing span of 25ft 4", it also has a 35hp engine to get it airborne, not a real power house but it did get along at 100mph.



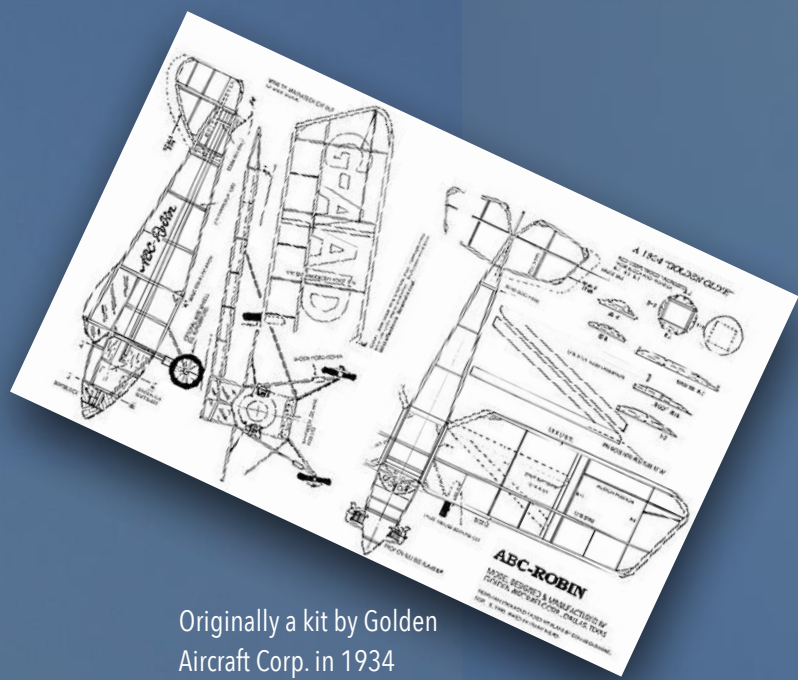
Dave Hegarty

Aeromodeller first published the plan in July 1946 and it was featured on the cover in colour. Aeromodeller stated, it is of very simple construction. I find any scale model is not simple, but in this case, I think it is how scale you want to make it.

The Aeromodeller plan was just 36.5" and was for rubber, so what did I do, I changed the plan, I enlarged to 44", I also drew in scale rib spacing and a few other scale features. A model of this design has to be a good flyer and that is what would have made it attractive to Dave, he liked his models to fly. With its large wheels and wide track, it should be good for taking off from the grass at Richmond. There was only one full size aircraft built so only one-colour scheme, and that is a black fuselage and orange wings.

Construction is straight forward being as mentioned a box fuselage. Wings I have used dowel pins to hold them in place, tensioned with good old rubber bands. Wing struts are streamline aluminium section and again held through the fuselage by bands. Stabiliser at this stage is removable but might be fixed when the model is fully trimmed. The undercarriage is a bit fancy but not too difficult. For power, I have installed an MP JET 06 BB (inverted) which will have far too much power, but it does have a throttle which will help.





Originally a kit by Golden Aircraft Corp. in 1934

Covering is black model span tissue on the fuselage, all flying surfaces are silk over laminating film. It is interesting that on the actual photos there are no registration letters on the wing, I guess these would have been added later.

My question was what should I do? I kept to the photos and left them off, as that is what the judges have to go by, and I could always add them later.

The model flew straight of the board, on low power its fly's in wide left circles and transitions into it's glide nicely. The grass at Richmond is just perfect for taking off, and the Robin has no problem getting its self-up and into its normal flying patten.

With the Robin flying, the promise I made to myself at Dave's funeral, has been kept.

*Roy Summersby*

**FACTS & FIGURES FROM THE ORIGINAL - ABC ROBIN**

The ABC Robin was a British single-seat light aircraft designed by A. A. (Tony) Fletcher in 1929. It was a high-wing, single-seat monoplane of conventional taildragger configuration. The cockpit was fully enclosed, the first light-plane to be so equipped in Britain. It was designed at the request of T. A. Dennis (managing director) specifically to use the firm's 30-40 h.p. Scorpion engine. The Robin, registered G-AAID, was built by ABC Motors Limited at Hershaw in 1929.

**General characteristics**

- Crew: one
- Length: 17 ft 4 in (5.28 m) Wingspan: 25 ft 4 in (7.72 m)
- Height: 5 ft 9 in (1.73 m)
- Wing area: 110 sq ft (10.23 m<sup>2</sup>)
- Aspect ratio: 5.83 Airfoil: RAF-34
- Empty weight: 415 lb (188 kg)
- Gross weight: 680 lb (308 kg)
- Powerplant: 1 × ABC Scorpion II piston engine, 40 hp (30 kW)

**Performance**

- Maximum speed: 105 mph (169 km/h, 91 kn)
- Range: 340 mi (545 km, 295 nmi)
- Service ceiling: 17,000 ft (5,200 m)





## HOW DO I – THE SLIDE SLIP

Performing a side slip for landing demands a pilot's proficiency in using the rudder and skill in coordinating rudder and aileron inputs. Understanding the equilibrium between these two inputs is crucial, as each aircraft responds differently to control inputs. Overusing the rudder and aileron during an extreme slip can lead to the aircraft executing an unintended negative snap roll, potentially overwhelming the pilot. It's important to note the similarity in control commands here.

However, like any landing procedure, this one follows a consistent pattern. Begin with a downwind leg, turn onto the base leg, and then onto the final approach, aligning the aircraft with the runway while flying into the wind. To initiate the slip, apply a slight amount of aileron to bank the aircraft about 15 degrees in the roll, and apply opposite rudder to induce yaw.

Once the slip commences, you must maintain a balance of aileron and rudder to sustain a constant slip. Also, adjust the elevator and throttle to maintain a steady descent and guide the aircraft to a three-point landing. However, it's critical to release the rudder and aileron inputs just before touchdown to cease the slip and straighten out. This is crucial to ensure that both main wheels touch down simultaneously. When executed correctly, the aircraft will track straight down the runway, reducing the side load on the landing gear.

Let's simplify this exciting landing procedure into four clear steps:

**Step 1:** Align the aircraft with the runway, flying into the wind. For instance, if you're landing from right to left, roll the aircraft to the left to make the top of the model visible during the approach. Apply a small amount of left aileron to bank the wings and follow with right rudder input to establish the slip angle.

**Step 2:** Once some rudder is applied, increase up-elevator input to maintain a consistent descent angle. Adjust the throttle to control the aircraft's speed. Note that excessive rudder use can significantly decrease the aircraft's speed, but the speed also depends on the descent angle.

**Step 3:** Keep the aircraft's nose slightly down and ensure you balance rudder and aileron inputs appropriately. Excessive simultaneous aileron and rudder input can result in an unwanted negative snap roll. Maintain a limited bank angle and apply rudder input as needed to execute a graceful slip.

**Step 4:** As the aircraft nears the runway, reduce the slip angle by releasing rudder input and adjust the wing's bank angle with the ailerons. Increase power as necessary to maintain the aircraft's speed and execute a flare. The best approach here is to delay the flare until the last moment before touchdown.

## WING SPAN | DECEMBER/JANUARY

There are two distinct types of slips in aviation. The first is the "wing-low side slip," which is commonly employed to counteract wind drift, especially during crosswind landings. In this manoeuvre, you slightly bank the wings into the wind while applying opposite rudder input (cross-controlling) to maintain the fuselage's alignment with the runway centreline. This skill is akin to balancing a marble on a bowling ball, and it's executed by only a select few RC pilots, making it a rarity.

The second type is the "forward slip," where you intentionally employ rudder to induce a skid in the airplane. Simultaneously, you apply opposite aileron to bank the wings in the opposite direction of the skid. This manoeuvre is complemented with some up-elevator to counteract the rudder's turning effect, ensuring the aircraft maintains a straight-line trajectory.

These are the fundamental control inputs necessary for executing this exhilarating manoeuvre. However, this type of landing isn't just a crowd-pleaser; it also serves a practical purpose in emergency situations, such as when a motor failure occurs. In such cases, the pilot may need to perform a downwind landing if the aircraft lacks sufficient altitude to make a lap and turn into the wind. The pilot should align the aircraft with the runway and execute a side slip to reduce altitude and airspeed if the aircraft is moving too fast. As the aircraft approaches the runway, the pilot can level it out, release rudder and aileron inputs, and perform a flare to execute a flawless emergency approach.

Now, you have gained an understanding of the fundamentals behind the slip-to-landing manoeuvre. It's a real attention-grabber, as evidenced by Joey Tavora, and it can be a valuable tool in emergency situations, as demonstrated with the motor failure scenario. However, it's essential to remember that mastering this manoeuvre requires practice, as it can be quite challenging to execute correctly.

The amount of control input needed may vary depending on the aircraft, so it's crucial to become familiar with how your specific aircraft responds to rudder and aileron inputs and observe its behaviour at a safe altitude. The key is to maintain a proper balance between rudder and aileron inputs to achieve the most extreme side-slip landing. Most importantly, always keep the fun factor in mind.

### TOP TIP:

Here's a helpful practice drill for honing your rudder skills during landings:

Set up for a final approach as you typically would for a landing, maintaining the power at around half throttle, and descend to approximately 50 feet above the runway.

Fly down the center of the runway at an altitude of approximately 50 feet while using your ailerons to keep the wings level, avoiding excessive banking.

With the rudder, control the aircraft's path to stay aligned with the centreline of the runway. Use the rudder to correct any deviations from the centreline while keeping the wings level with your ailerons.

As you clear the runway, increase the power and climb, all while using the rudder to maintain the aircraft's alignment with an imaginary line extending from the center of the runway. Continue this until you reach full power and are ready to turn.

This article was inspired by research from our collective understanding and an old article from Model Airplane News.



If you think about it a side slip is simply a turn that is stopped by the rudder! The aileron holds the bank while the opposite rudder keeps the nose pointed in the other direction. The plane is moving straight ahead but in a sideways, drag-inducing condition that significantly increases the rate of descent.

If the effect of the rudder is less than that of the aileron, the plane will track into the direction of the bank, thus producing the side slip.



MODEL AERONAUTICAL  
ASSOCIATION OF AUSTRALIA

Have you ever thought about learning to fly a radio controlled model airplane? This could be you. Learn to fly now!

Find your nearest flying club or State Association - [CLICK HERE](#)





# PILOTS, CLUBS & AROUND THE GROUNDS UPDATES



Les Marriner, the chief instructor for VMAA ran a terrific course at P&DARCS on 18th November and made the experience enjoyable and informative for everyone. After the theory and exam we also were required to demonstrate a particular manoeuvre from any of the actual student competency "wings" tests.



It was great as MAAA President to be able to present, in person, MAAA Hall of Fame Awards to David and Melissa Law, Noel Whitehead and Noel Finlay at the 40th anniversary of the Shepparton Mammoth Scale Rally. These members have been tireless in promoting and representing Australia on the world stage and continue to build and promote scale aircraft.



In a similar vein, I also attended the Twin Cities Model Aero Club seaplane event and was able to present MAAA Merit Medallions to Tony Goyles, Grahame Fronfelder on Chris Henry. All three were all instrumental in helping to establish the club and manage the purchase of their field.



Being able to personally hand over awards is a highlight for any MAAA President, and to be able to present at two different events has been something special.

# PILOTS, CLUBS & AROUND THE GROUNDS UPDATES



Bruce Townsend, a Lifelong NSW Club Member to Turn 100 Years of Age in November 2023



A new (old) toy for Tony Wilson - a 1/4 scale Anderson Kingfisher.



Alex Parly is 14 y/o and has been flying for around four years and he has completed the requirements for the award of MAAA gold wings



Congratulations to our youngest member at Southern Highlands Model Aero Club, Ollie in obtaining his Bronze Wings this morning. His enthusiasm & dedication will see him progress to great things in the Club.

# PILOTS, CLUBS & AROUND THE GROUNDS UPDATES



The 40th anniversary of the Shepparton Mammoth Scale Rally was held 16-17th of September. This one was one of the best large-scale rallies in recent years. There were 80 plus pilots and some 120 aircraft of all types and sizes with pilots from across Australia.



The Twin Cities Model Aero Club seaplane event was held the second weekend in October. Year after year, the club never failed to deliver a spectacular show along the tranquil shores of the Hume Weir, the weather cooperated with a gentle breeze, adding an element of excitement.



The catering, always a highlight, contributed to the overall appeal of the gathering. Once again, the occasion proved to be fantastic, providing a platform for quality flying and a chance to enjoy the warmer weather. A noteworthy aspect of the event was

the presence of seasoned members, a nod to the gathering's longstanding history. In the midst of the shared enthusiasm, the enthusiast shared a tidbit of knowledge about the versatility of model planes, explaining that floats could be added to most models, turning them into seaplanes. Looking ahead, the anticipation of the 40th edition of the Twin Cities event lingered. The enthusiast extended an invitation to mark the calendar for 2024, promising a fantastic occasion to celebrate this milestone.



**Belconnen Model Aero Club** recently celebrated their 50th anniversary at the Crace Field in Mitchell, Canberra.

Approximately 180 people attended including current and past members, their families as well as the Honourable Dr Andrew Leigh, Federal Member for Fenner (pictured below) and local members of the ACT Legislative Assembly - Andrew Bradock, James Milligan and Michael Pettersen and their families.

Well done to all who attended - what an amazing achievement by the crew at Belconnen.



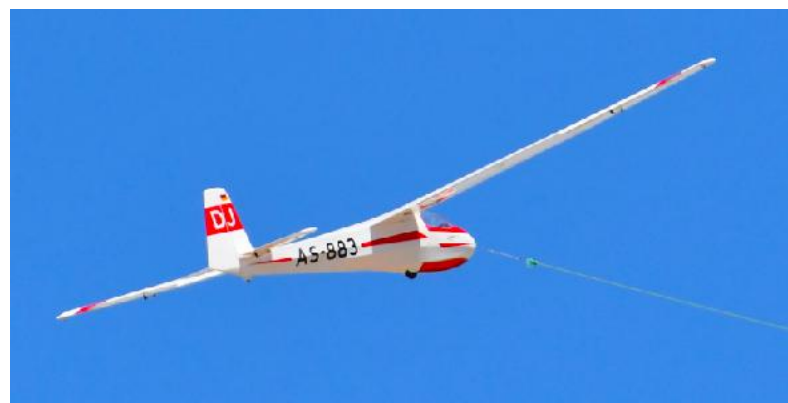

**Belconnen Model Aero Club**  
50th anniversary celebration  
[www.bmac.org.au](http://www.bmac.org.au)



# PILOTS, CLUBS & AROUND THE GROUNDS UPDATES



**2023 Bordertown Aero Tow** event was on 17th November. Perfect conditions as the event soars into action. Pilots from around South Australia, Victoria and New South Wales have made their way to this iconic glider gathering..



# PILOTS, CLUBS & AROUND THE GROUNDS UPDATES



**Noarlunga Model Aero Sports** military and civil scale day and a public display held on Sunday 26th November. Great turnout from the general public with the clubs traditional pit walk during the lunch break. This is where the public can get up close to the models and meet the pilots.



# PILOTS, CLUBS & AROUND THE GROUNDS UPDATES



## Skyhawks triumph at 2023 MASA Club Trophy.

Congratulations to Skyhawks Aero Modellers for securing this year's MASA club trophy at the Holdfast Model Aero Club.

The competition turned out to be a well-contested day, and despite Holdfast Model Aero Club putting up a commendable effort, the Skyhawks emerged victorious. A sincere thank you goes out to all the clubs that participated in this year's trophy series. Your presence added to the competitive spirit, making the event memorable. We would also like to express our gratitude to the sponsors, Model flight, and the Model Aeronautical Association Australia, for their support in making this series possible.

Here's to the Skyhawks for their well-deserved win, to Holdfast for hosting a great event, and to everyone involved for making the MASA club trophy series a success. Look forward to next years comp



# PILOTS, CLUBS & AROUND THE GROUNDS



Skyhawks triumph at 2023 MASA Club Trophy.



| TASK | HOLDFAST   | SKYHAWKS  |
|------|------------|-----------|
| 1    | 14.5 RU    | 252 Win   |
| 2    | 129.77 WIN | 159.16 RU |
| 3    | 89.56 RU   | 45.59 WIN |
| 4    | 68 RU      | 89 WIN    |
| 5    |            |           |



# PILOTS, CLUBS & AROUND THE GROUNDS UPDATES



**The NSW Free Flight Society Inc.**

## **The West Wyalong Adrian Bryant Field Library**

The library at WW was kicked off with the acquisition from England of the John O'Donnell magazine collection. Around this time Roy Summersby talked me (John Pennells) into taking on the position of WW Librarian. Little did I know at the time what a time consuming labour of love that title would become.

The John O'Donnell collection contained lots of magazines in binders but also many many more filed in corn flake & other foodstuff boxes. I think Roy may have checked out my home collection & maybe that influenced him in nominating me for what has become a major user of my spare time for years both now & into the future.

I have always filed my own mags in files holding a year with each individual mag in its own plastic sleeve. On checking out the O'Donnell collection it became apparent that I would need many folders & thousands of plastic sleeves. I ran an add on Facebook for folders & got into the habit of checking Marketplace regularly & was surprised at the reaction, anyone that has visited the library would appreciate what the cost would have been if we had had to purchase them but they all came at no cost. Every week whilst doing our weekly shop I would purchase a couple of hundred plastic sleeves.

I normally got to work in the library over the 3 or 4 working bees each year at WW & would put in untold hours sorting & filing the magazines.

I have also downloaded & printed off & filed hundreds of pages of aeromodelling articles covering most facets of our hobby. I have now (2023) just about got on top of it & the future consists of adding the current editions of Aeromodeller magazine each visit & always looking to replace well worn copies with better copies as they come to light.

We have accumulated multiple copies of Aeromodeller & Airborne & I make them available to modellers needing copies to complete their personal collections at postage cost only.

I have also supplied a colour laser printer/scanner to members to scan & print copies of articles/plans etc. at a nominal cost of 20c per page to cover consumable costs.

John Pennells





# PILOTS, CLUBS & AROUND THE GROUNDS UPDATES



The NSW Free Flight Society Inc.

## SAMS Musings.

At the end of 2023, we can look back at some really good contests and a couple that ended up as social events due to the wind, but meeting old friends and talking about old models is never going to be a problem.

We are down on numbers for the 'Nats' so if you are concerned about the late entry fee, it's been cancelled. We could accept you even if you enter on the day.

The electric old time glider event has shown to be a winner this year. Good size entry on all occasions. With no winches, lines, retrieval etc the event has become easier to fly and run.

The other event, which has gone from a 'fun' event to a highly skilled and precise contest is the Power Scramble. There has been a good range of different Cabin models. Anyone can enter on the day - no entry fee etc, So, if your running days are over, try the radio old timer cabin scramble. The models should be semi scale sport models, up to 1970 with motors up to 1.5cc. It's still good fun!

There has been a resurgence of interest in diesel power for the Texaco events again. The main problem is getting the engines up to operating temperature then putting in the fuel allocation without losing that temperature, or the motor will be inconsistent.

The change in Duration rules that gave the racing spark motors a big advantage has not seen the demise of these motors as some predicted. A good McCoy 60 is still a contender at 32 seconds engine run.

The only problem that we are facing in the old timer scene is the age of the fly, combined with the tyranny of distance. Neither of which we can do much about, but anyone can build an old timer, they are easy to fly and are just gliders, all said and done. Also, the latest technology from Ukraine etc doesn't apply, so it's cheap!!

If you would like to have a go, we can lend you a model.

On other matters, fitting a radio engine cut-off and DT on free-flight vintage power models has made this a much safer and less accident prone event. As no flying controls are incorporated, free-flight trimming skills are still required.

Happy flying.

Peter Scott

President SAM 1788.



## GOING PLACES

# F4B Control Line State Champs And Control Line Stand Off Scale

(combined with Free Flight Scale Trans Tasman)

Friday 5<sup>th</sup> July to Sunday 7<sup>th</sup> July 2024

Richmond at 8am each day



### Classes

- F4B State champs
- C/L Stand off scale
- F4A
- Rubber (for Reg Jude Trophy)
- Kit Scale

Friday – Static Judging

Saturday – Flying Judging

Sunday – Scramble and BYO BBQ

Entry fee - \$5 per car per day

Please contact F/F Phil Warren 0405 579 904

C/L Michael Towell 0433 175 295

# Trans Tasman Scale Rally

Friday 5<sup>th</sup> July to Sunday 7<sup>th</sup> July 2024

Richmond at 8am each day



### Classes

- F4A
- Kit Scale
- Rubber (for Reg Jude Trophy)
- F4B State champs
- C/L Stand off Scale

Friday – Static Judging

Saturday – Flying Judging

Sunday – Scramble and BYO BBQ

Entry fee - \$5 per car per day

Please contact F/F Phil Warren 0405 579 904

C/L Michael Towell 0433 175 295

## GOING PLACES



# IMAC NSW CANBERRA COOLDOWN

**17th - 18th FEBRUARY 2024**  
**SCALE AVIATORS FIELD - CANBERRA**  
PRACTICE & COACHING - FRIDAY 16th  
COMPETITION - SATURDAY 17th & SUNDAY 18th  
REGISTER: [www.scaleaeros.com.au](http://www.scaleaeros.com.au)

It's time for IMAC in Canberra. We have the opportunity to fly at without a doubt one of the most beautiful flying fields in the country at the beautiful Scale Aviators field in Canberra, run by John and Di Armarego. With no flying time curfews and an 1800 ft area approval, it is the perfect venue for IMAC competition in the beautiful Tharwa Valley in the ACT.

This event will be a bit different because the club provides us with all our food from Friday night. John and Di take great pride in the catering they offer and every meal truly is a great feast. The entry fee includes the camping fee (including access to the showers, toilets, and clubhouse), all the food, and the ASAA event entry fees.

## GOING PLACES

# The Golden Age of Aviation Fly-In

*The Scale Aviators Invites : MAAA and Invited Guests*



*The theme for this event is 1928-1939 "The Golden Age of Air Racing", If you don't have a racer then bring a Tiger Moth or old style aircraft or just bring anything.*



***Jan 19, 2024, 9:00 AM – Jan 21, 2024, 5:00 PM***

*Tharwa, Naas Rd, Tharwa ACT 2620, Australia*


# GOING PLACES



**SUMMER SIDEWALK SALE**  
*Concorde Model Flying Club*

*17th December 2023*  
*@ 9:00 am*

815 Boundary Road  
Reeves Plains  
SA



**\$10 ENTRY**

**INDOOR FLYING**

Chandler Arena (Basketball hall) -  
Sleeman Sports Centre  
6pm - 8:30pm

MAAA MEMBERS WELCOME  
Phil Collings 0423 703 092

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# THE NEWSSTAND

Each edition of WINGSPAN we hope to feature links to the current issues of the various different State Associations. Special Interest Groups (NSIGS/SIGS) and potentially even local club newsletters and bulletins for your reading pleasure.

If your State Association, NSIG/SIG or Local Club would like to see your newsletters and bulletins here send a link of the current

issue to [editor@maaa.asn.au](mailto:editor@maaa.asn.au) It does not have to be every month or quarter, but when you feel there is an issue or article which others may enjoy reading what not share it with others.

After all we are one aeromodelling community.

## THE FREE FLIGHTER



Gary Odgers Magnificent Macchi M7

NSWFFS - The Free Flighter - November 2023



ANSW Newsletter #467 - November 2023



MASA - Newsletter - November 2023



BFFS Digest - December 2023



MAAQ - Airflow Newsletter - Oct/Nov 2023



Free Flight Down Under



The Australian Thermaleer - Vol 15

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## GET TO KNOW THE MAAA COUNCIL



### **Rhyll McCormack**

Federal Secretary

Hello MAAA Members

I believe there are some excited individuals who are pleased to see WINGSPAN back in publication, and it's wonderful to have the opportunity to communicate directly with the MAAA membership - something I don't often get to do.

I have been in this role for almost 18 months (where has that time gone!) and for those that don't know my background is not one traditionally associated with aeromodelling.

In fact, when WINGSPAN editor-in-chief David Kennedy asked me to provide a bio for the first new edition he suggested I cover off topics such as my favourite modelling experience, my most treasured scratch build etc. I'm afraid I don't have any stories

about Blackbird Twin Jets, Cub Crafters or DJI Avata drones. My first real exposure to aeromodelling was when I attended the Shepparton Mammoth Scale Rally a few years ago as an on-looker. I dragged my youngest son along for the day (he was bitterly disappointed he didn't win the model raffle prize) and we promptly went home and purchased an entry level model to try out.

It must be said my knowledge and experience of models has grown predominantly from interaction with you, the MAAA members. As much as my son and I love getting out and flying, we are still complete novices. The real growth has been in discussion about what MAAA members are doing, what events are being held and what you consider important subjects.

As you are probably aware, I form part of the MAAA Executive team. Although the day to day running of individual clubs is carried out away from my view, it's wonderful to learn bits and pieces when members reach out chasing information, a new card or something else. For example, I know that the Lismore Club in New South Wales have spent countless hours recovering from flood damage (they even had a shark on their strip at one point!) and that our oldest member is over 100 years old. I know that the Belconnen club in the ACT have very proudly just celebrated their 50th birthday, and that the Alice Springs Aeromodellers run a club and strip that is completely off-grid. Over in the west I know that there are plans for an F3F single team trial in Albany and that more than a quarter of MAAA members live here in my home state of Victoria.

As you can see, a varied range of topics and information comes across my desk and it has helped me learn not only about the models themselves but about those that fly them. Much as I have enjoyed the last almost-18 months learning about aeromodelling, what I have really loved is learning about those behind the controls. It is people - not the clubs or the models or the committees - that make up the MAAA. I also think it's the people that make this a great organisation, and one that I am proud to be a part of.

Rhyll



MODEL AERONAUTICAL  
ASSOCIATION OF AUSTRALIA



Merry Christmas to every  
member of the MAAA  
and their families.

From the MAAA Council