MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA

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WINGSPAN

THE OFFICIAL JOURNAL OF THE MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA

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SCALE AIR RACING

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73rd MAAA NATIONALS

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ONE GIANT LEAP AUSTRALIA FOUNDATION

A great initiative and legacy for the future.

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 aeromodeller 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-envisaged 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.

COVER PHOTOGRAPH: Roy Summersby's beautiful Russian ground attack aircraft, the Ilyushin IL-2, commonly called Stormovic, The Flying Tank, or The Flying Infantryman. As captured by Thomas Wielecki.

THE EDITORIAL

Well here we are the second issue of the re-launched WINGSPAN. Funny enough some said it would never happen. But you get that.

The reception of the inaugural edition of WINGSPAN was truly heartening, as it garnered an abundance of positive feedback from our dedicated readership. The outpouring of support was both encouraging and affirming, affirming our commitment to delivering content that resonates with our audience. Every piece of feedback, whether glowing praise or constructive criticism, has been carefully documented by our team. We are dedicated to incorporating these valuable insights into future editions, ensuring that WINGSPAN continues to evolve in response to the needs and preferences of our readers.

In this latest issue, we are excited to present a diverse array of captivating articles, updates, awards, and submissions. Among the highlights is a detailed recap of the exhilarating 73rd Nationals from West Wyalong, skilfully compiled by our dedicated Control Line enthusiasts. Looking forward, we eagerly anticipate featuring an update from the vibrant Free Flight community in our forthcoming issue.

Within the pages of this issue you'll find a compelling safety article outlining a straightforward seven-step process for effectively managing incidents or accidents. Additionally, we invite you to delve into the inspiring story of Melissa Law, a trailblazer who has earned the esteemed honour of becoming the first female inductee into the esteemed MAAA Hall of Fame. You'll also find a captivating build article chronicling Roy Summersby's meticulous craftsmanship of the iconic Ilyushin IL-2 aircraft, affectionately known as the Stormovic. Furthermore, be sure to explore the intriguing submissions from our dedicated Scale Aerobatics enthusiasts.

You'll find a feature highlighting the impactful work of the One Giant Leap Australia Foundation, an organisation dedicated to inspiring and nurturing the next generation of STEM professionals.

In my humble opinion the MAAA exists for primarily one reason to enable and keep modellers doing their thing, and everything we do must support this outcome. As we eagerly anticipate the Annual Conference in May, we're reminded of the importance of staying true to this core purpose.

We apologise for the slight delay in the publication of this issue; the behind-the-scenes efforts have been both exhilarating and all-consuming. Nonetheless, we're confident that you'll find this edition to be both informative and enjoyable. We extend our heartfelt gratitude for your continued support and engagement with WINGSPAN.

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

DGK

David Kennedy (AUS 25003)
WINGSPAN Editor
editor@maaa.asn.au

PRESIDENTS REPORT

Welcome to the new year. 2024 is a year of promise, change and ensuring the long term sustainability of aeromodelling in Australia. Together let's make that happen.

As we approach the MAAA Conference, I wanted to share some updates with you. Firstly, regarding the upcoming election for the President position, I wanted to clarify that I have made the decision not to seek re-election in May.

This choice stems from various reasons, including a desire to spend more time with my family and engage in more building and flying activities. Please rest assured that this decision is entirely my own, and there's no truth to any rumours suggesting otherwise.

On another note, we've made significant progress in renewing many expiring Area Approvals, thanks to collaboration with CASA. For clubs with Instruments, I strongly encourage you to expedite your renewal process, ideally submitting your applications to CASA at least 3-4 months before expiry to ensure seamless continuation of your flying activities. Your State Association possesses all the necessary materials and information to assist you in this process.

Additionally, the Club Assistance scheme for the 2024-2025 period is now open for applications. I urge all clubs to consider applying before the deadline, ensuring endorsement from your State Association. The maximum grant available is $7,700 (inc GST), and applications will undergo review by a dedicated working group before being presented for voting at the Conference in May.

Looking ahead to the MAAA Council Conference in May, which will be held in Sydney this year, I want to emphasise the importance of unity among all State Associations. The Council serves the collective interests of aeromodelling nationwide, and if you have any matters you wish to raise for discussion, please liaise with your State Association to draft a motion in the appropriate format.

The Council consists of 26 delegates, and while the election for the new President will take place, all other positions on the Executive remain mid-term. This approach ensures continuity in the management of the MAAA, a practice upheld for over 15 years.

Furthermore, we are seeking nominations for other Executive Support roles, including National Registrar, Member Services, and CIAM Delegate. Details regarding position descriptions and application procedures will be released shortly, and we welcome all interested parties to apply.

Lastly, I'd like to extend congratulations to the team that recently participated in the NZ open FPV event. Your achievements are commendable, and we're proud of your representation.

Aeromodelling in Australia is Awesome.

Tim Nolan

MAAA President

CLUB ASSISTANCE SCHEME

GET ACCESS TO THE BEST FACILITIES TO FLY, BUILD MODELS AND FORM GREAT FRIENDSHIPS

Flying with the MAAA is about fun, friendship and camaraderie- keeping the airways safe to ensure the sport you love continues to soar now and into the future. The annual Club Assistance Scheme has been designed to give members access to financial assistance and support so you can enjoy the adrenalin rush of the sport with the best facilities and flying fields. At the MAAA, we recognise that for aeromodelling to continue in the future, it is vital that we invest in model aircraft flying fields, as well as providing money for direct assistance to clubs for the purpose of improving club facilities.

Instigated back in 2018, more than $300,000 dollars has made its way back into aeromodelling communities through the purchase of solar panels, mowers, irrigation systems and shade shelters, to name a few.

This year clubs will again be able to access funds to help with infrastructure, capital improvement works and club growth. "The original idea behind the Club Assistance Scheme was to put money into purchase of infrastructure items so that clubs could focus more on flying and less on fundraising for basic items," President of the MAAA, Tim Nolan, said.

"We have helped fund some incredibly worthwhile projects – we have helped clubs go completely off-grid while others needed funds to seal an air-strip. Some clubs have used the grant to purchase mowers for maintenance and others still have used it to purchase defibrillators."

More than 150 clubs have benefited from the Club Assistance Scheme since its inception and FY2025 applications will open in February.

Application forms can be sourced through your Ordinary Member (State Body) or through the MAAA website.
"The MAAA is incredibly proud of this program and we look forward to seeing what the next round of applications will bring," Mr Nolan said.

Clubs can also access additional funds through MAAA loans. All applications for funds should be made as per MOP011, available on the MAAA website.

WHAT SORT OF THINGS WILL THE FUNDING PAY FOR?

There are various things within a club that the Assistance Scheme can go towards to help in developing and improving model aircraft flying sites and club facilities. Here are some examples of projects the Club Assistance Scheme can help clubs with;

- Light construction projects- club house building extensions, safety and or/security fencing, pilot boxes, set up or maintenance benches.

- Asset Purchases-storage containers, lawn mowers, water tanks, irrigation systems, solar power, windsocks, first-aid kits, trainer aircraft.

- Earthworks- grading services, purchase of soil and road base, grass seeds and fertilisers, trees and plants.

- Activities- open days, advertisements, trophies and prizes, hire of portable facilities, electricity generators, temporary seating and temporary shade structures.

- Administration- club establishment costs, council development applications, acoustic engineering reports, environmental impact assessments.

- Emergency Assistance- expenses faced by clubs which might require assistance as a result of flood, fire, disasters or criminal activities (which may not be covered under the MAAA Property Insurance).

HOW MUCH FUNDING CAN YOU GET?

Applicants must submit a comprehensive application through the relevant Ordinary Member/State Body. The MAAA Executive will review applications and make recommendations before a final decision will be made.

The total amount of assistance to clubs is limited to an amount set by the MAAA Council. Detailed information is available at www.maaa.asn.au

HOW TO MAKE AN APPLICATION

To be eligible for the Club Assistance Scheme individual clubs must satisfy the following criteria;

- They are a Model Aircraft Club affiliated with the MAAA
- The club should have support from their State Body
- The club should support and promote the philosophy of retaining/gaining new members through the promotion of aeromodelling

All applications must be submitted to the relevant Ordinary Member for consideration as a first step. The application form outlines the information required.

Ordinary Members pass on applications to the MAAA executive, who will assess based on merit and present recommendations to the MAAA council for approval. The MAAA Secretary will advise successful clubs of the decision and unsuccessful clubs will be invited to try again the following year.

For more information contact your state association or phone the MAAA Secretary, Rhyll on 0408 657 657.

To receive a word version of the application form, please email secretary@maaa.asn.au

SAFETY MATTERS: FINGERS AND PROPELLERS DON'T MIX AND 7 SIMPLE STEPS FOR MANAGING AN INCIDENT OR ACCIDENT

Fingers in propellers are an age-old problem. It can happen when a pilot first starts flying and unfortunately, it is keeping pace with the age of some of our membership. Finger amputation, (two in recent times), serves as an important reminder to all members that spinning propellers are dangerous.

Several years ago, in an attempt to reduce these types of incidents, the MAAA released a commissioned poster to try and highlight this problem and the consequences. This poster is shown here again as a reminder to all members of the danger when operating around models with spinning propellers.

SAFETY FIRST

When an incident or accident occurs, the MAAA takes those affected under our wing, ensuring that our members get back to safe, fun flying sooner. This is achieved through managing any insurance claims on their behalf as well as providing assistance or corrective action when required. Open communication is always key. If an accident or incident occurs, we speak directly with clubs and members to ensure that they are safe, they feel supported and that a resolution is reached quickly.

Unlike any other association, the MAAA conduct thorough investigations in order to ascertain what accidents or incidents are trending. We then seek to put corrective action in place, reducing the potential risks for all the MAAA community. Through this process, we are not only protecting the reputation and future of the sport loved by many, but by sharing the collective knowledge of incidents that occur in the flying community, it makes the sport safer for all involved, reduces the number of accidents and improves the perception of the sport to the general public.

HOW DOES THE MAAA HELP YOU?

The MAAA adopts a "just culture" when investigating accidents and incidents, so that our members can have open communication with us and not feel fearful in reporting an incident or be concerned about repercussions. The MAAA

doesn't blame members, our job is to keep you, the clubs and your planes safe. By receiving reports on incidents or accidents, no matter how insignificant you may feel it is - we can look at reoccurring trends and come up with a resolution that ensures the sport is safer now and into the future.

7 SIMPLE STEPS FOR MANAGING AN INCIDENT AND ACCIDENT

1. The Club (or Contest/Display Director of an event) should advise the MAAA Secretary immediately when an incident or accident has occurred. This can be done 24/7 via email (secretary@maaa.asn.au) or via phone (0499 060 611) (leave a phone message after hours).
2. The Club (or Contest/Display Director of an event) should obtain a MAAA Incident Report form and MAAA Incident Investigation form available from the MAAA website: https://www.maaa.asn.au/club-support/incidents-accidents/incidentreport- investigation-form These forms should be completed with witness statements, photos, plans, maps and any other documentation considered necessary. Too much information is better than not enough.
3. The Club (or Contest/Display Director of an event) should investigate and identify corrective actions to minimise the possibility of the accident/incident reoccurring. The club should complete a MAAA Incident Report form and MAAA Investigation form and send the completed forms to the MAAA Secretary. It is important that the Club (or Contest/Display Director of an event) includes recommended corrective actions in the appropriate section of the Investigation Report to assist the MAAA Executive in considering 'close out' of the incident.
4. The MAAA Secretary will send the Incident Report and the Investigation Report to the MAAA Executive and the state associations receive a copy. Where there is a potential insurance claim, the MAAA Secretary will also forward the reports to the insurance broker to advise the insurance company of an accident/incident and the potential of a claim.
5. The MAAA Executive will review at the next executive meeting all new Incident Reports and Investigation Reports and make a decision about closing the incident/accident.
6. The MAAA office communicates with the member and club about the decision and course of action that needs to be taken. Following the completion or closing of an accident, clubs are expected to implement and enforce the agreed effective risk management strategies to reduce the possibility of the accident reoccurring.
7. Once the incident is closed, a summary is than placed on a 12-month rotational table within the executive minutes, which are circulated to all state associations.

For further information on incident management please click here: http://www.maaa.asn.au/incident/accidentmanagement.

FAQs

WHAT TYPES OF INCIDENTS OR ACCIDENTS ARE DEALT WITH BY THE MAAA?

The MAAA is involved and manages all accidents and incidents that have the potential to result in an insurance claim. This could involve damage to property or injury to a person or a group of people. What might be seen as a minor injury may have medical complications ater on and require assistance and insurance. It is important to report all types of incidents or accidents no matter how big or small.

WHY DOES THE MAAA NEED TO BE NOTIFIED IMMEDIATELY?

By reporting an accident or incident immediately to the MAAA and providing accurate information, maps, plans, witness statements etc, allows the MAAA to promptly investigate, reducing the possibility of a similar accident occurring or happening to one of your fellow members.

WHO NEEDS TO COMPLETE THE ACCIDENT REPORT?

The club is responsible for completing the Accident/ Incident forms and ensure the accident/incident is closed.

WHAT IS AN INCIDENT REPORT?

An incident report provides information about the incident and is used for insurance purposes. The incident report is also used by the insurance brokers as evidence for potential insurance claims.

WHAT IS AN INVESTIGATION REPORT?

An Investigation Report identifies and assesses what in fact happened and looks at ways to minimise the risk of a similar incident/ accident occurring.

WHAT HAPPENS WITH RELATED PERSONAL ACCIDENT INSURANCE CLAIMS?

Any one claiming Personal Accident Cover are dealt with immediately by the MAAA. An excess is payable for Personal Accident cover depending on members with or without Private Health cover.

WHAT HAPPENS WITH RELATED THIRD PARTY INSURANCE CLAIMS?

This would be in the case of a vehicle being damaged by a model aircraft. Quotes are requested for the repair of the damaged vehicle. The MAAA Executive will decide which quote for repair will be accepted for payout and this may not always be the lowest quote. In all cases, there is no insurance excess to the member involved with the first incident in any one year. In the case of damage or injury to third parties, action will be consistent with direction and guidance provided by solicitors.

WHAT DOES THE MAAA EXECUTIVE REVIEW INVOLVE?

The MAAA executive will review both the Incidents Report and the Investigations Report and look closely at the recommendations prepared by the club on preventing or reducing the issue from occurring in the future.
An incident can only be closed when the executive is satisfied with the recommended corrective actions that have been proposed by the club. In some instances, the executive will work with the club and put in place additional corrective actions in order to prevent a similar incident occurring in the future.

DOES THE MAAA COMMUNICATE WITH OTHER MEMBERS AND THE AEROMODELLING COMMUNITY ABOUT INCIDENTS?

The MAAA will include articles in our digital publication Wingspan on trending incidents. From time-to-time, we will also include a summary of the incident and recommended corrective actions in Australian commercial model magazines. Not only does this alert the aeromodelling sport about safety issues, but ensures that any future risk is significantly minimised, keeping the sport fun and safe for all.

"The MAAA has created a 75-year legacy as Australia's largest flying organisation, committed to providing the best and safest flying experience for our 9,000 plus members. Bringing together our members' collective knowledge, we can effectively manage accidents and incidents for our members and clubs, helping to keep the skies safe and our pilot's injury free so you can continue to enjoy the camaraderie, fun and thrills that the hobby/sport provides."

Australian Government
Civil Aviation Safety Authority

KNOW THE RULES – **FLY SAFE**

You must keep your drone **at least 30 metres away from other people.**

You must not fly your drone **higher than 120 metres** (400ft) AGL.

You can only fly **one drone at a time.**

You must only fly during the day and keep your drone within **visual line-of-sight**.

You must **not fly over or above people**. This could include beaches, parks, events, or sport ovals where there is a game in progress.

You must keep your drone **at least 5.5km away from controlled aerodromes.**

You must not fly your drone **near emergency efforts** such as firefighting, search and rescue and police operations.

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 state laws.

casa.gov.au/**drone**

MELISSA LAW

MAAA HALL OF FAME INDUCTEE

FIRST FEMALE MAAA HALL OF FAME RECIPIENT

"you don't do what you do for the accolades, you do it because it brings you joy.. what other people think about you is none of your business."

MELISSA LAW

Melissa Law is the first female inductee to the MAAA Hall of Fame. She has been part of international competition, representing both Australia and the MAAA, on three separate occasions.

Melissa is a passionate aeromodeller whose particular interest lies in Scale Model and competition. We recently sat down with Melissa for a chat about how she became involved with this wonderful sport.

Q1: How old were you when you first got involved in aeromodelling?

I think I was about 8 years old when I went flying with my dad at our local flying club. I didn't fly at that age (although I think I was 11 or 12 when I started learning with Cliff McIver.)

Q2: How did this come about?

My dad joined as a member of the club in Doncaster where I met some amazing people. I always loved hanging out with my dad and when he started getting competitive, I got a little more involved and started to fly. I started on an QB40. It was purple. Dad had built it and covered it. I crashed it (oops).

Q3: What is your preferred model to fly and why?

I love flying my Super Decathlon as it holds a tonne of "firsts". However, I am looking forward to building the WACO which should be different again. I have been dabbling in IMAC to sharpen up my scale flying and also now have a jet I love flying also… so it's hard to choose, however I think the Decathlon still takes the win!

Q4: Where is your favourite place to fly and why?

My home club P&DARCS (Pakenham, Victoria). Some great people at the club who are very supportive.

However, a place which was pretty cool to fly at (I didn't fly as I was team manager), but to be supporting the Australian team at Meiringen Airforce base in Switzerland in 2016 was next level… Meiringen Air Base, also known as the Unterbach Military Airfield, for the Swiss Air Force. The airfield is situated in the steep-sided

alpine valley of the Aar river, with its single runway parallel to the river. It is flanked to the north by the main road to Meiringen, the river, and the Brünig railway line.

Q4: We understand you have been a very successful international competitor – can you tell us more about this?

This all came about when the CIAM Scale subcommittee chairman Pal thought it would be cool to have a female flying at a world champs. So pen to paper and I was on the hunt for a model that would be forgiving and that I could do some aero's with, so that's how the decathlon model was born.

Unfortunately, COVID put a hold on the champs for the few years but we eventually got there. If it wasn't for the support of my husband I would have never have thought this would be possible. Was very different being on the other side of the transmitter, but to be the first female in scale at a Worlds was pretty surreal. One better was it was Australia that did it also!

Q5: What are your aeromodelling goals over the next 12 months?

To fly some more IMAC, family permitting. Go solo on my jet. Do Australia proud in Romania in August 2024. Get my instructors accreditation and get more females into the sport

Q6: What is the worst advice you ever received?

Very interesting question…. I haven't really have any bad advice, however I was once told that I shouldn't fly because I was female… pfffttt.. like that's going to stop me.

Q7: Best advice?

"you don't do what you do for the accolades, you do it because it brings you joy.. what other people think about you is none of your business."

NOT JUST AN ILLUSION

AND NOT QUITE A FREE FLIGHT MODEL

A build by Roy Summersby

Some time back, I found a plan of a small, scale rubber model; it was of a 32" span, Russian ground attack aircraft, the Ilyushin IL-2, commonly called Stormovic, The Flying Tank, or The Flying Infantryman. The model looked an easy build, a bit like my ME109F, as the fuselage is just a box with formers added top and bottom and a few stringers down the sides. It also has a nice tapered wing and stab which I like, as well as a generous moment arm. I have two rubber WW2 scale jobs in the stable; I thought I would go electric with this model, as it can be a mate for my WW1 FE8 pusher. It had to be brought up to 1/8 scale to fit in with the Richmond WW2 clique at the time so it was off to the copy shop once again. Naturally I had given them the percentage, the plan had to be enlarged but when I unrolled my new proposed toy plane on the floor I was stunned by the size. The wing span is only 1.8 meters and my F1Cs are around 2.7. So really the Il-2 is not that big. But what I was forgetting was that the chord of an F1C is only 144mm, the chord of the Il-2, I was about to build is 450mm at the wing root, and it has a fuselage that you can put your arm inside. This was going to be a big model.

What the heck, Confucius says that, "The man who dies with the most balsa hasn't been building fast enough", so I sharpened up my knife, and started into my balsa stock. The model went together very nicely and all the timber work was completed in quite a short time. From here on many problems did arise, like the canopy, undercarriage etc, etc. I needed a lot more detail on my simple model, so once again, I went to the specialist book shop in Parramatta. Yes sir, I have an excellent book on the Il-2. It's hard cover and printed on very good quality paper, 35mm thick and it's only $110. Who said F1C was expensive? This scale modelling is right up there. Again, what the heck, my body is starting to wear, and bearing in mind what Confucius said, I might as well spend some of the kid's inheritance.

A few notes on the construction. After experiencing increasing dihedral problems with the ME109, I have changed that to tongue and box knock off system. This is much more positive so I have carried it through to the Il-2. The wing spars are made from American Bass Venetian blind slats, which were heading for the tip. This timber is lovely straight grained and better than any spruce I could find. Just a little sawing and sanding and I had perfect spars. With the stabiliser being in

the centre of the fuselage, and wanting it to be removable for transport, I adopted what I have called, the three-tube system. Tube one is glued in the fuselage, this is the largest. Tube two is virtually a spar in the port stab which fits into the tube in the fuse. Tube three is in the starboard stab and fits into the port tube. So now I had a full flying stab held in one place, a rear fixing and adjustment for incidence was required. This was achieved with a wire joiner in the trailing edge passing from one stab to the other, through a small piece of brass tube soldered to the head of a bolt. The bolt screws through a nut, soldered into a brass tube which goes into the fuse. This now gave me a stab I could change the incidence on, as well as keeping it in place. The fin is full flying also, and is held in the fuse with more aluminium tube (friction fit) and fixed to the fuse at the rear making it adjustable also.

To make the undercarriage look something like the real thing, I made up the wire frame then placed aluminium tube over the legs. The result was quite good and using foam wheels with ply hubs kept the weight down and gave a realistic look. The rest of the model's construction is fairly basic. I have made the underside of the nose removable for access to the motor, timer and battery.

The history of the Il-2 is quite fascinating and I will copy some parts from the papers I have collected for my simple little project.

The Ilyushin Il-2 was a ground attack aircraft in the Second World War produced by the Soviet Union in very large numbers. In combination with its successor, the Il-10, a total of 42,330 were built making it the single most produced military aircraft design in all aviation history.

It is regarded as the best ground attack aircraft of WW2. It was a prominent aircraft for tank killing with its accuracy in dive bombing and its 37mm guns penetrating the thin back armour of the German Tanks. Only 249 had been built by the time Nazi Germany invaded the Soviet Union on 22nd June 1941. The aircraft factories had to be moved from Moscow to east of the Ural Mountains before major production could get under way. The production aircraft passed State Acceptance Trials in March 1941 and deliveries to operational units commenced in May 1941.

General characteristics
Crew: Two, pilot and rear gunner
Length: 11.6 m (38ft 1") Wing span: 14.6 m (47ft 1")
Height: 4.4 m (13ft 9") Wing area: 38.5 m2 (414 sq ft)
Power plant: 1 x Mikulin AM-38F, Liquid cooled V12 1720hp

My Illusion IL-2, I think was finished in 2012 as there is an article about it in FFDU Vol 43 No 4. Also, there is a follow up of it in Vol 44 No2. All this time it has been sitting and waiting for me to build up the courage to throw it into the sky. This somehow just wasn't going to happen. It being 1/8th scale and low wing was going to be a handful to launch, even if it did fly. Not only that, it gave me a nasty cut, in fact the worst cut I have ever had from anything, and it was placed in the naughty corner of the room. Time passes and I forgave it, but what to do with it, that was the problem. A brain wave hit me; I will convert it to radio shh don't tell anyone. The best way to do this is to get someone much smarter than me to do it. Dave Bailey was talked into doing the conversion job, just rudder and elevator we decided on. Dave did this for me, thanks Dave.

Some recovering, a bit of new paint and it was ready to go. But first I had to have Michael Towell check it out as he was to be the test pilot. Michael gave me a list of things that had to be fixed.
1. Move the CG forward. 125 grams of lead fixed that.
2. Wash out the left wing, get it the same as the right wing.
3. Glue in the under carriage. We can't lose one leg on takeoff. I had built them to be removed for free flight.
4. Bolt the wings on. We can't have them moving in the air. (they were made to knock off for free flight)

With these few things done it was off to Richmond with a little black box in hand. The first short flights showed it needed more wash out in the left wing, back home to the hot air gun. Next trip to Richmond Michael made two flights, and it still wanted to roll to the right, not having ailerons, it has to be balanced, some more wash out and some more rudder throw. Success, the following flights have been just beautiful, no real vices at all. Without ailerons it is really a just fly around model, but it does look the goods in the air.

What have I done; I have made a free flight model which was going to sit in the corner for ever into a lovely flying true scale model of one of the world's great aeroplanes.

HAVE A GO AT RECRUITING MORE MEMBERS TO YOUR CLUB

Hosting a Have a Go Day is an opportunity for any aeromodelling Club to attract new members. As you know, aeromodelling is a very different sport to the usual soccer or footy, where it's much easier to get started, with minimal costs.

Rather than buying a soccer ball and some knee pads, aeromodellers are expected to buy their materials and build their planes. This makes getting into aeromodelling a bit challenging, but as we know, extremely rewarding. The purpose of Have a Go Day is to inform the public about aeromodelling and encourage them to visit your Club.

Making the materials readily available and offering a no-cost induction lesson will encourage community members to have a go and potentially sign up as new Club members. Not only does it offer an amazing service for the community, but it also helps boosts engagement from the community for many aeromodelling Clubs. Without these events, it's tough to attract new members and increase the profile of the sport in general.

THE BENEFITS OF HOSTING HAVE A GO DAYS

By encouraging new members to join your, you will benefit from further members fees, which can be used to invest in improved facilities and equipment.

Have a Go Days also help maintain strong camaraderie amongst members and encourages them to renew their membership at the end of the year. This ensures that the sport will be passed through to future generations, which will protect our sport's legacy.

Hosting Have a Go Days will not only give your Club the recognition it deserves for contributing to aeromodelling, but it will also allow your Club to share their passion with the public and community.

WAYS YOU CAN PARTICIPATE

There are many ways your Club can participate and host a Have a Go Day. These steps can include, organising a BBQ/ sausage sizzle for a gold coin donation – this will help raise some funding for the next Have a Go Day and provide a little reward for visitors and members.

You can handout information pamphlets about your Club and the sport to inform the community on what you do and have on offer, this will also advise visitors of the benefits that members receive.

Inviting retired members, or those who are no longer able to fly, to participate and spread the word about your Club is a good way to keep everyone involved and ensure they still feel valued for their contribution to the sport.

If your Club is ready to host a Have a Go Day reach out to the MAAA Member Services Officer and they will help boost your event by ensuring you have all the necessary equipment.

SCALE AEROBATICS IMAC FLYING WITH THE ASAA

The Australian Scale Aerobatic Association (ASAA) is the driving force behind scale aerobatics (IMAC) in Australia.

So before we get to far into it, just what is IMAC?

IMAC (International Miniature Aerobatic Club) is the organisation that grew from the interest in flying radio controlled scale aerobatics. The group was founded in 1974 with 97 charter members. Their intent was to emulate full scale aerobatics, which was dominated by biplanes at the time, so the IMAC initially called themselves the National Sport Biplane Association. In 1976 the National Sport Biplane Association became affiliated with the IAC and became IMAC. In the next few years, membership in IMAC grew, and more model aircraft manufacturers began producing scale acrobatic aircraft. The Pitts still was popular, but monoplanes like Leo's Laser and CAP 21s were also being built. At this time (early to mid-80s), most of the scale aerobatic models used in competition were 1/4 scale or less, meaning they had wingspans between 60 and 80 inches and engines ranging from 0.60 to 2.0 cubic inches running on model airplane fuel (glow fuel).

In the late 80s and early 90s, new high-performance mono-planes began to appear on the IAC flight line and also at IMAC contests. Extras, Yak's, Sukhoi's, and CAPs became the hot ride of choice. Here is one major advantage of flying models over their full-scale counterparts–the price difference between a clipped-wing Cub and an Extra is a nonissue!

For IMAC, the only aircraft requirement for classes above basic is that it is a faithful scale model of a known aerobatic aircraft. With all the Extras, CAPs, and Sukhoi's out on the market, many fliers already had what was needed to be competitive, so IMAC membership grew steadily. From the late 90s to the present, growth was not only in membership, but also in the size of the airplanes themselves. It's not a shock to see models 40% to 46% scale on the IMAC flight line.

You might ask why so big and will they get bigger? Size does count. Big tends to fly and present better than small. But size alone does not make you a winner. Many contests still are won, even in the upper classes, by smaller aircraft flown by highly skilled pilots.

In Australia, the Australian Scale Aerobatic Association (ASAA) was formed in 2003/4 with the vision of creating friendly competition for pilots to enjoy scale aerobatics. Since that time the ASAA and IMAC in Australia has gone from strength to strength each year, with more pilots flying and more competitions through out the year.

Last years 2023 National Championships held at P&DACS in Victoria at the end of October was the largest yet to be held in Australia, with XX competitors across x classes - X Basic, X Sportsman, X Intermediate, X Advanced, X Expert.

So how do I fly IMAC?

In IMAC you fly ten manoeuvres in sequence with no break in between manoeuvres, typically each round consists of flying the sequence twice.

IMAC uses the Aresti language to show the manoeuvres that need to be flown, below is an example of the **BASIC SEQUENCE (2024)** and manoeuvre descriptions.

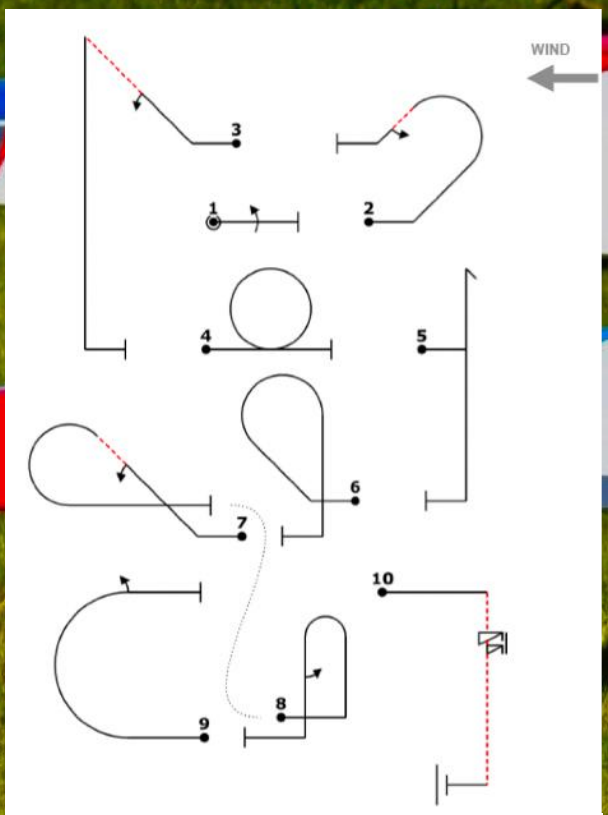


Fig. 1 **Roll.** 1 full roll.

Fig. 2 **Laydown Humpty Bump.** Pull to 45 upline, pull half inside loop to 45 downline, 1/2 roll on 45 downline, pull to exit upright.

Fig. 3 **Sharkstooth.** Pull to 45 upline, 1/2 roll on 45 upline, pull to vertical downline, pull to exit upright.

Fig. 4 **Loop.** Pull inside loop.

Fig. 5 **Hammerhead.** Pull to vertical upline, stall turn, pull to exit upright.

Fig. 6 **Teardrop.** Pull to 45 upline, pull 5/8 inside loop to vertical downline, pull to exit upright.

Fig. 7 **Reverse Half Cuban.** Pull to 45 upline, 1/2 roll on 45 upline, pull 5/8 inside loop, exit upright.

Fig. 8 **Humpty Bump.** Pull to vertical upline, pull half inside loop to vertical downline, 1/2 roll on downline, pull to exit upright.

Fig. 9 **Immelmann.** pull half inside loop, 1/2 roll on exit, exit upright.

Fig. 10 **Spin.** 1 1/2 upright spin, pull to exit upright.

So are you ready to tackle your first competition? Rest assured everyone will be happy to help and get you in the air for your first few competitions. The IMAC atmosphere is one of fun and everyone pitches in to give a hand or show new people the joy of what we do. Check our events page on our website to find out where the next closest competition is that you would like to compete in and contact your State Representative who will help you out with any enquiries and assist you with entering the competition. We wish you all the best with your IMAC experience and look forward to seeing you at one of our competitions.

The 2024 contest calendar so far has the following events confirmed:

- **Barossa Basic Intro** - SA. Barossa Valley Model Aero Club - 21st January
- **NFG IMAC** - Northern Flying Group - VIC. 3rd February
- **Canberra Cooldown** - ACT. The Scale Aviators Club. 17th February
- **Noosa IMAC** - QLD. Noosa Model Flyers. 17th February
- **Bairnsdale Bash** - VIC. Bairnsdale & District Model Aero Club. 2nd March
- **Maryborough IMAC** - QLD. Maryborough MAC. 17th March
- **Wings over Wangaratta** - VIC. Wangaratta Aero Modellers. 23rd March
- **IMAC at Whitfords** - WA. Whitfords MAC. 7th April
- **NQ Easter Escapades** - QLD. Townsville Aeromodellers Society. 20th April
- **Sydney Lowdown** - NSW. Sydney Radio Control Society. 20th April
- **Grampians IMAC** - VIC. Grampians Model Flying Club. 4th May
- **Northern Rivers IMAC** - NSW. Lismore Model Flying Club. 18th May
- **Fox Field IMAC** - WA. Fox Field. 26th May
- **NQ IMAC Championship** - QLD. Townsville Aeromodellers Society. 15th June
- **QLD State Championships**. Bunderberg Aeromodellers - 5th July
- **IMAC at Whitfords2** - WA. Whitfields MAC. 28th July
- **Toowoomba Top Gun** - QLD. Toowoomba Aeromodellers Association. 3rd August
- **Sydney Showdown** - NSW. Sydney Radio Control Society. 10th August
- **NQ IMAC Challenge** - QLD. MADRAMS. 24th August
- Fox Field IMAC State Championships - WA. Fox Field. 15th September
- **ASAA National Championships** - 2024. Dalby Aeromodellers. 27th September
- **Albury IMAC** - NSW. Twin Cities Model Aero Club. 26th October

OUR IMAC JOURNEY - TONY & DARCY WILSON

I've been an aeromodeller for about 40 years and flew my first trainer plane on my own at the local park at about 16 years old. I was an average kind of modeller who has built many kits and really enjoyed building scale warbirds, and I probably flew them like they were in a dog fight every flight.

When my son, Darcy, was about 6 years old, he learnt to fly with a small electric combat plane. It only had ailerons and an elevator, so he picked it up quickly. Both styles of aircraft involved the old bank and yank theory. The rudder stick was rarely used. Darcy rapidly progressed with his skills and very quickly became far more competent than I ever will be.

Darcy was a competent and very careful pilot and earned his silver wings at 11 years old in 2018. Our club, BADMAC (Bairnsdale and District Model Aero Club) hosts many events each year. This brings pilots from across the state and NSW to our club. From this, Darcy has numerous mentors who are only too keen to help him with his hobby. He was soon capable of flying anything but still wouldn't fly in any kind of strong wind or cross wind.

On our annual family holiday in January 2022, Wes Wright, who is a good friend from the Bega and District Model Club (Frogs Hollow) gave Darcy his old 2.6m Hanger 9 Extra 300 airframe. This was the turning point for Darcy and as it turns out, me! From

From this point onwards, he was hooked on scale aerobatic aircraft.

We developed an interest in turbine powered jets and a group of us travelled to Wangaratta Jets in 2022 for the four-day event. It was here that we met Gavin Sexton and his son Cameron. Darcy and Cam hit it off and this made it evident to me that Darcy needed to hang with aeromodellers closer to his age.

BADMAC only had two juniors at that stage. Cam convinced Darcy to go to the next IMAC event at his club, P&DARCS. We went along and Darcy came third in the Basic class, and this is where the seed was sewn. I ended up chauffeuring him around the state for the next couple of events. As much as I loved watching him and others fly, I felt that I needed to get in on the action too. Darcy purchased a new 2.6m Sky-wing NG Extra and donated his old orange 260 to me. I had a mate build us a trailer capable of carrying the planes and sleeping in. This was getting serious now!

My introduction to flying IMAC came at the Nationals which were held at Leeton, NSW in October 2022. The wind was atrocious, there were two flight lines, and I was still didn't know

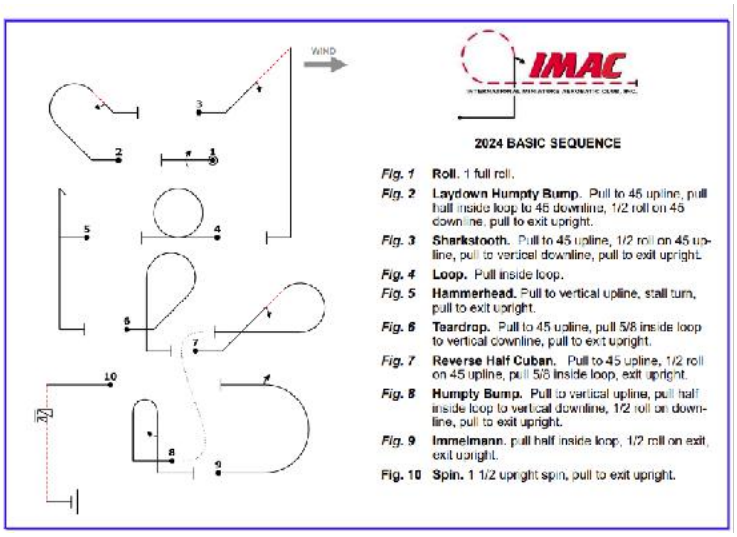
where the rudder was. Suffice to say I didn't score that well, but thoroughly enjoyed the event. The camaraderie between competitors was great. Everyone always rallied together to fix someone's plane or gazebo that was being blown away!
From then on, I was hooked. So, I put the feelers out for a composite airframe and was directed to Craig Bavery who was selling a 2.6m Krill Extra 330SC as a complete package with a DA100. He was the second owner, and was fitting it out, it had never been flown. After some negotiations I now had the gear but still no idea really.

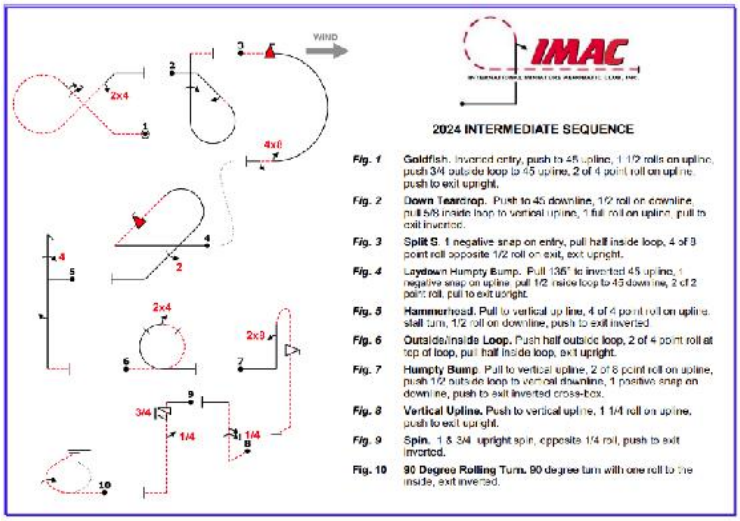
How does it all work?

There are five classes in IMAC. Basic, Sportsman, Intermediate, Advanced and Unlimited. As beginners, we both started in Basic. Events generally run over two days with State and National Champs running over three days.

Each class has a schedule of ten manoeuvres. The higher the class, the more complex the manoeuvres. Below are the 2024 Basic and Intermediate sequences. As you can see, the manoeuvres are more complex in the intermediate schedule.

For the Basic class you can fly any plane that can complete the sequence. I've seen foam cubs do the sequence. For the other classes, your aircraft must be a scale representation of a full-size aircraft.





Each flight requires pilots to fly the schedule twice without landing. This is called a known round. All pilots are also required to fly an unknown round which is a schedule that they are given the night before. This is a single flight of ten manoeuvres that is different to their normal schedule. That's when you see everyone frantically practicing the schedule with their stick planes.

Each manoeuvre is judged by two judges. They are assisted with recording their scores by two scribes. The scribes enter the scores onto a tablet which has all the pilots preprogrammed in. This can be done by anyone with some touch screen experience.
Each pilot gets a plaque to record their 1st to 3rd placings from each event. It's a cool idea that saves on the cost of numerous trophies and helps with room on the shelf at home.

To progress through the classes, pilots need to earn promotion points. Once you get three promotion points within a 12 month period, you can ask to be put in the next class. For Basic class you need a score above 60% and for all other classes you need a score above 65% to get a promotion point.

Darcy bought himself a 2.6m Krill Extra 330LX powered by a DLE111. This is a beautiful aircraft and Darcy seems to have mastered it.

So, it's nearly been two years since the IMAC journey began and Darcy has progressed into the Intermediate class. I've discovered that the rudder actually works and have now moved into the Sportsman class. I feel very privileged to be able to share my hobby with my best mate.

In the past two years we have met a great bunch of people who are all passionate about improving their flying skills. My flying abilities have improved tenfold since flying IMAC, but I've still got a lot to learn. No more bank and yank! Oh, maybe just on the jet. My only aim is to improve on my last score.

The Australian Scale Aerobatics Association (scaleaeros.com.au) (ASAA) is the Australian Association of IMAC. They host the smoothest running events that I have been to.

If you would like to improve your skills and meet some great guys, I suggest you visit the website and register or come along to an event near you, just for a look. You won't regret it.

RISE OFF WATER FLOAT FLYING

The Rise Off Water (ROW) club flying out of the Sydney International Regatta Centre is not your typical flying club for a number of reasons. Foremost being that being at the Regatta Centre they fly off water! The club is the home of radio control float-plane and sea-plane flying in Sydney. The club has been operating for many years, moving just over ten years ago to the Regatta Centre.

Float fly days happen on a reasonably regular monthly basis, typically a Sunday, with normally twelve or so pilots enjoying the challenge of flying off water. Visitors are always welcome (just need to be an MAAA member) . Photographs below are from one of the recent flying days. The schedule for upcoming events is:

All Photos courtesy of Colin Rook - Action Camera Media


VH-BMR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ONE GIANT LEAP AUSTRALIA FOUNDATION

A GIANT OF MODEL AIRCRAFT: A LEGACY FOR THE FUTURE!

In his own words, Bob Carpenter would tell you he has always been fascinated by Model Aircraft and aviation. He decided a career in banking wasn't for him (having to change from pounds, shillings and pence to dollars and cents pretty much sealed his fate!). He rang the Defence department and asked if there were any positions available. Following a series of assessments and medicals he finally joined the RAAF in January 1967 as an adult trainee.

Bob was successful in the first few courses and ended up training as what was then a Radio Technical (Air). Little did he know that this would lead to a 25 year career. After training he was posted to RAAF base Amberley in Queensland and this led to a posting to 2 Sqn in Vietnam in 1970 where he worked on Canberra bombers.

It was during this time in a war zone to while away the hours he managed to purchase and build the first of his many Radio Controlled aircraft. Interestingly, he could not fly the aircraft that he had built and so he proceeded to teach himself to fly from a soccer field one street back from an active flight line in a war zone.

Over the months many of the American servicemen called on Bob to assist in both their building and flying. Upon his return from Vietnam in 1971 he was posted back to Amberley where he worked on the F4 Phantom Bombers that Australia leased whilst waiting on delivery of our FIII aircraft. During this time he established the RAAF Amberley Model Aircraft Club which is still in existence today. 01 Sep 1974 - Off to NZ for Model Titles - Trove (nla.gov.au)

Fast forward to 2016, together with his wife, former teacher and education expert Jackie, One Giant Leap Australia (OGLA) was formed. It was a partnership made in heaven (or at least the sky)!

The mission; inspiring a new generation of STEM professionals in the 21st century. This requires unique engagement approaches, but that's exactly what OGLA is doing. Over its 15 year history, OGLA has been committed to changing the lives of young people as well as doing its bit to help develop a diverse and dynamic future skilled workforce to meet the needs of the future. Initially, OGLA's main focus was facilitating tours for young people to Space Camp in Huntsville, Alabama in the USA. However, since COVID, the organisation has adapted to different STEM (Science, Technology, Engineering and Mathematics) education delivery models.

One of OGLA's most recent programs is Space Teams Academy (in partnership with SimDynamX) is a six-day program that is open to students aged 12 and up and created by former NASA Astronaut Dr Greg Chamitoff. Forming teams of two to four, budding interstellar explorers are treated to lessons on topics ranging from planetary

science, orbital mechanics, robotic exploration and spacecraft systems. The program breaks down very complicated, real space data for young students in an accessible way.

Space Teams Academy inspires young explorers to further pursue STEM subjects in school and ultimately enable them to join the international community of scientists and engineers exploring the final frontier. Scholarships are made available with the help of stakeholders such as RMIT University, the University of Southern Queensland's iLaunch and the Queensland Government. As a result OGLA is able to provide free engagement opportunities for students from a wide range of socio-economic and cultural backgrounds, some of whom otherwise might be overlooked.

The Connecting Minds Project is another remote learning initiative of OGLA. A flexible and targeted educational program focused on communication, problem solving and cutting-edge research in the fields of STEM. Students collaborate with each other from anywhere in the world. In 2021, the inaugural Connecting Minds Project partnered students in Australia with Dubai colleagues. Together they worked on their various projects but, just as significantly, also developed key intercultural communication skills.

It's not just virtual and distance learning at OGLA. In 2023, Aerospace Camp was launched (as it were), an immersive STEM experience. Students in regional NSW have taken part in the camp throughout 2023 with the support of the NSW Government Office for Regional Youth. During Aerospace Camp, students learn about virtual reality, drone flying, rocket launching and many many other facets of space and flight. The rockets launched by students have been branded the "King Bob" rockets in tribute to the organisation's co-founder.

Throughout these experiences, students not only learn about STEM and space, they also go through an emotional transformation which parents and teachers have noticed with delight. "It is hard not to be moved by the experience, parents have seen their children displaying a higher level of engagement and enthusiasm compared to when they were initially dropped off at [the experience] prior," said Jenna McCarthy, Education Outreach Manager.

These programs are part of a long held vision of Jackie and Bob. Participants have gained exposure to concepts, skills and industry professionals that they might otherwise not have access to living outside major metropolitan areas. "Despite the myriad online resources, geography can still hinder full participation in education,

employment, and community opportunities", says Jackie Carpenter. Additionally, the COVID years in regional areas have further isolated young individuals from social networks and support systems, "we're here to help bring those networks and systems to them", she says.

Over the four days and three nights, the program develops future employability skills, including team building, critical thinking, creativity and problem solving, focusing on specific key objectives; Work Ready, Wellbeing, Connectivity and Community. Jackie says, "we are so grateful to be given this opportunity to make a real difference, it enables OGLA to inspire and support NSW youth in exploring their potential and fulfilling their dreams". OGLA also offers a day-long, cut down version for school students held during the school holidays called Aerospace Academy.

OGLA also offers a "Seeds in Space" program. This unique classroom experiment sees various seeds from plants that spent time on the International Space Station distributed to schools Australia wide. With support from the Australian Space Agency, OGLA worked with the Japan Aerospace Exploration Agency (JAXA) to send wattle seeds to the International Space Station. The seeds were in orbit for seven months (from December 2020 to July 2021) and now have been distributed to more than 300 locations across the country. This experience is the first of its kind in Australia.

OGLA endeavours to maintain relationships with program alumni. One alumni program is Gadget Girlz (sic). It is a STEM mentoring group for young girls created to teach and inspire each other. Gadget Girlz aims to dispel the myth that only boys are interested in technology. Gadget Girlz is a 100% participatory project. It is developed, facilitated and led by young girls, providing a multi-layered learning experience. Participants work with robotics, drones and space theory, while mentors experience valuable leadership skills.

To find out more about One Giant Leap Foundation Australia and the various programs they offer or to subscribe to their podcast, visit www.onegiantleapfoundation.com.au.

FÉDÉRATION AÉRONAUTIQUE INTERNATIONALE
WORLD AIR SPORTS FEDERATION

PRESS RELEASE

Drone Racing set to thrill audiences at The World Games 2025

Lausanne, Switzerland – FAI confirms that Drone Racing is to feature at The World Games 2025 in Chengdu, China. Following the successful debut of the drone racing competition at the 2022 Games in Birmingham, USA, this thrilling air sport is set to captivate audiences once again at The World Games, which runs from 7 to 17 August 2025.

FAI & The World Games

Recognised and supported by the International Olympic Committee (IOC), the International World Games Association (IWGA) is a not-for-profit independent international organisation comprising 39 International Sports Federations.

The World Games is an 11-day global multi-sport event held every four years. It features sports which are not part of the Olympic Games, thus providing an important platform for athletes and promotes the selected sports to a significant audience, encouraging funding and growth.

FAI has been involved with The World Games since 1997. The upcoming event in Chengdu will mark the 12th edition of The World Games and the third time an Asian city has hosted the event since its inception in 1981.

Preparations for the Chengdu edition are already underway. Further announcements leading up to the event will include the confirmation of the drone racing venue and the list of the 32 selected pilots. Given the widespread appeal of this sport among youngsters, the Federation anticipates a significant presence of junior competitors, which has been consistent with recent FAI World Drone Racing Championships. Pilots will hail from all corners of the globe, representing both male and female racers.

About drone racing

Drone Racing is an exhilarating, high-speed sport that challenges pilots to outmanoeuvre opponents on specially constructed tracks featuring obstacles.

Key points:

- Drone racing offers equal opportunities for both women and men to excel and become champions.
- Several (up to six at a time) radio-controlled multi-rotor model aircraft compete to be the fastest around a closed circuit.
- The drones used are multi-rotor craft that weigh no more than 1kg. They are equipped with on-board video cameras that transmit real-time video images to the goggles worn by the pilots. This allows them to control the tiny aircraft around the circuit.
- The drones can reach speeds exceeding 160 km/h (100 mph), requiring lightning-fast reflexes from the pilots.
- The circuit includes gates and other obstacles that the pilots must navigate to reach the finish line in the fastest time.
- The events can take place indoors or outdoors.
- Each race generally lasts about three minutes.
- The winners of each race go on to compete against each other in successive races, culminating in a final round that determines the overall champion.

BAIRNSDALE – "GLIDE IN"
AUSTRALIA DAY WEEKEND 2024

Background photograph :
Royce Bux's Fox

The inaugural 'Glide In' Fun Fly was held at Bairnsdale and District Model Aero Club (BADMAC) over the Australia Day long weekend. This was a fun fly for all types of gliders; Tow, winch, DLG and EP.

The forecast was for a sunny but windy weekend. This didn't stop aeromodellers from across the state and NSW from coming along. Most arrived on Thursday with a dedicated few who came on Wednesday.

Everyone brought at least couple of gliders as well as some powered models. Being a fun fly, we weren't too fussed what was flying but gave precedence to the gliders. The facilities at BADMAC allow anyone to camp comfortably in whatever setup they bring. We have hot showers, toilets, and barbecues to make camping easy.

Unfortunately, on Friday, Australia Day it was extremely windy and only saw some powered models put to the sky. The canteen was running hot with our famous Bairnsdale Burgers, onion rings, hot chips, and dim sims. During the afternoon, the circle of knowledge assembled in the shed out of the wind, where some repaired and modified their aircraft while listening to the banter, which there was no shortage of. One member pulled out his parachute kite for those who were game to hang

Wes Wright's K8

on. This was quite entertaining watching blokes being dragged along the strip while they mastered the art.

The Saturday had much better conditions and the glider tugs got into action. The thermals were aplenty. A couple of gliders suffered the effects of gravity when their wing spars failed. The fire-pit was well attended late into Saturday night.

Sunday started off with light winds that steadily increased over the day. After the mornings fly most packed up their planes and camping equipment and tried to beat the holiday traffic home.

It was a most enjoyable weekend with a great bunch of people. Put it in your calendar for next year.

Carl Bizon's Baudis Antares

Johnathon's huge KA6

Bruce Clapperton from VARMS

Johnathon Greaves EDF powered Blanik

Adrian Fasham's Valenta Storm

WHY JOIN/RENEW WITH THE MAAA?

MAAA clubs are about fun flying, camaraderie and community.

For over 75 years, the MAAA has been Australia's largest flying organisation, focusing on giving members the best flying experience. This proud heritage and the shared knowledge amongst our 9,000+ members and 330+ clubs, allows aeromodellers to soar too greater, more thrilling heights, while allowing us to continue to innovate and protect the future of our sport.

Australian flying fields are equal and in many cases better than those enjoyed by our modelling counterparts overseas. All of this has been achieved through the hard work of past and present members.

SO WHY BECOME A MAAA MEMBER?

As an MAAA member you will have access to:

- Better training programs and a Wings proficiency scheme to get you up to speed and in the air faster
- Largest range of modelling disciplines from radio control, aerobatics, jets to FPV flying which the MAAA holds a CASA Exemption, ensuring our members can operate outdoors (just to name a few)
- Safer flights with more robust operating procedures and a proactive incident investigation system
- Access to more events for pilots and spectators to attend both in Australia and overseas
- A strong spirit of camaraderie to support you from the largest Australian aeromodelling community
- The most comprehensive insurance for aeromodellers in Australia
- The only organisation that enables you to fly competitively on the international stage
- The only industry body that works with CASA and the government to protect your sport

AEROMODELLING IN AUSTRALIA IS AWESOME
MAAA


73RD NATIONALS CONTROL-LINE
SMASH REPAIRS
Partnering with our Local Community
73rd M.A.A.A. Nationals
West Wyalong 2023-24
CLAS
CONTROL LINE AIRCRAFT SOCIETY

MAAA 73RD NATIONALS HOSTED IN WEST WYALONG.

This year's Nationals were organised by the Control Line Aircraft Society (NSW) and the NSW Free Flight Society. The Society of Antique Modellers (SAM) also flew radio controlled models.

The majority of events were flown at the Adrian Bryant field but the Aerobatics were flown over the McAllister Oval in the town and the combat and grass racing events took place at the Redman Oval. The free flight society had tried to make the grass circles at the AB field useable by applying water to the grass for a couple of weeks before the event but a er an inspect on it was considered not fit for purpose and the Redman Oval was a be er op on even though the grass was quite long and needed cutting. Fortunately, Mick Comiskey had brought a mower from Sydney and cut the grass to produce a useable surface. Mick also organised bunting and post to surround the flying area.

No such problems at the McAllister Oval as the surface was a lush green flying surface.

There is a distance of 14km between the AB field and Redman Oval, so the published programme had to be modified to allow for the competitor movement between the fields.
It was expected that the weather would be hot for the dura on of the competitions, and it was, but not as much as expected with temperatures in the high 20's to low 30's for the dura on. Some high winds and an overnight storm added to the weather mix but the only C/L that did not take place was Goodyear team race.
Some practicing took place on Thursday 28th December, but the competitions started on Friday morning. All of the F2 competitions were the final qualifying rounds for competitors wishing to qualify for the Australian team to a end the C/L World Championships in Muncie Indiana.

Two up racing in F2C

F2C team race only had a meagre entry of two teams. A couple of heats were flown on Friday and as only heat times count for W/C qualifying there was no need or desire to fly more.

F2C RESULTS

Place	Team	Heat 1	Heat 2
1.	M. Wilson/M.Poschkens	3:16.1	3:17.8
2.	R. Justic/P.Stein	3:29.3	3:33.3

F2F is the slower version of F2C and had an entry of four teams. Nathan Baddock flew this event for the first time. In the final race, the Maccas racing team model caught the lines of the Baddock/ Wilson model whilst landing and the resulting tangle stopped the race and Justic/Stein were declared the winners.

F2F finalists.- M. Wilson/N. Baddock, R. Justic/P. Stein, M & T McDermott

F2F RESULTS

Place	Team	Heat 1	Heat 2	Final
1.	R. Justic/P. Stein	4:51.8	6:05.9	179 laps
2.	N. Baddock/M. Wilson	4:267.8	DNS	167 laps
3.	T. McDermott/M.McDermott	4:38.5	DNS	148 DQ
4.	H. Bailey/K. Hunting	6:23.3	6:35.1	

A variety of model designs and engine choices for 2.5cc Slow Combat provided us with some entertaining bouts.

Michael Comiskey used a coupled flap and elevator model. He broke the fuselage during his first bout but some rapid cure epoxy fixed that problem and he went on to win the contest without a loss.

Keith Baddock used a "Terminator" model that he designed and used to teach his wife and two children to fly control line so it must have been 15 or so years old.
During the bout against Michael Comiskey to decide first place, his model crashed and broke the wing spars so the Terminated model has been retired.

Keith 2nd - Michael 1st - Bob 3rd

2.5cc SLOW COMBAT RESULTS

Place	Entrant	Rd 1	Rd 2	Rd 3
1.	Michael Comiskey	W	W	W
2.	Keith Baddock	W	W	L
3.	Bob Pippin	W	L	L
4.	Harry Bailey	L	W	L
=5	Marianne Stewart	Bye	L	L
=5	Peter Laing	L	L	
7.	Trent McDermott	L		

A blown plug brought the McDermott's first race to an end in Classic B T/R but they came good in heat 2. Wilson/Ellins were happy to sit on their 2:54.97 result in heat 1 and chose not to fly a second heat. Teams Bailey/Hunting and Owen/Laing improved their times in heat 2. The final race was a close run event with less than 4 seconds separating the top two teams and on this occasion it was the Macca's from Queensland that pipped the Victorians to first place. All the top three teams used OS 25FX engines.

Classic B T/R Finalists - M. Wilson/M. Ellins, T. McDermott/M.McDermott, H. Bailey/K. Hunting

CLASSIC B R/T RESULTS

Place	Team	Heat 1	Heat 2	Final
1.	T. McDermot/M. McDermot	DNF	3:09.41	5:59.84
2.	M. Wilson/M. Ellins	2:54.97	DNS	6:03.30
3.	H. Bailey/K.Hunting	3:28.91	3:14.04	7:02.16
4.	M. Owen/P. Laing	5:25.34	3:34.22	

R250 engines dominated the Vintage A team race and the four top placed models were all "Dimpled Dumplings". Owen/Laing also used an R250 in their "Tiger Terror".

Peter Camps returned to the vintage racing circle after a long time away with his "Voodoo/ CS Olly" model with Andrew Heath on pit-man duty. The grass surface was less than perfect but non the less there were relatively few model tumbles on the ground.

In the final race, the Bailey/Hunting model had the tailplane break

Peter Laing

Mark McDermott

during the pit stop catch and could not continue. The remaining teams continued a close race to the conclusion and Wilson/Poschkens took the gold medal by a margin of 4.45 seconds.

VINTAGE A RESULTS

Place	Team	Heat 1	Heat 2	Final
1.	M. Wilson/M.Poschkens	3:20.09	DNS	6:34.59
2.	R. Justic/P. Stein	3:15.32	DNS	6:39.04
3.	H. Bailey/K. Hunting	3:27.73	3:52.49	84 laps
4.	t. McDermot/M. McDermot	3:37.11	3:31.72	
5.	M. Owens/P. Laing	4:05.19	3:37.77	
6.	P. Camps/A.Heath	3:51.17	3:41.51	

The Classic FAI final race culminated in another very close result, but not as close as the dead heat at the NSW State Champs in Albury. On this occasion the Wilson/ Poschkens team pipped Bailey/Hunting by a margin of 1.2 seconds.

Classic FAI Finalists - H. Bailey/K.Hunting - M. Wilson/M. Poschkens - T & M McDermott

CLASSIC FAI RESULTS

Place	Team	Heat 1	Heat 2	Final
1.	M. Wilson/M. Poschkens	4:26.09	DNS	9:04.13
2.	H. Bailey/K. Hunting	4:31.13	4:33.87	9:05.40
3.	T & M McDermott	4:42.65	4:39.16	9.53.50
4.	N. Baddock/K.Baddock	DNF	5:34.00	
5.	M. Owen/P. Laing	DQ		

Regular top competitors in 27 Goodyear (M. Wilson/M. Ellins) were once again very close to the five minute mark in their first heat and decided not to fly in heat two. Competition was very close for the remaining final places with only four seconds

27 Goodyear Finals Teams

separating the next three teams. A. Heath/A. Linwood had a bit of a scare in their first heat as at the "go" call, Andrew Linwood released their model, the wing caught his leg and the model launched into a wingover and clipped the concrete on the other side of the tarmac. The minor damage incurred was able to be repaired in time for heat 2. Nathan Baddock could not repeat his faultless piloting from heat 2, but it was a close run thing for the top two teams.

27 Goodyear Final Race - N. Baddock - M. Wilson - T. McDermott

27 DIESEL GOODYEAR RESULTS

Place	Team	Heat 1	Heat 2	Final
1.	M. Wilson/M. Ellins	5:05.21	DNS	10:15.60
2.	T & M McDermott	DNF	5:13.64	10:36.98
3.	N & K Baddock	5:10.90	DNS	11:43.51
4.	P. Stein/R. Justic	5:14.66	DNS	
5.	H. Bailey/K.Hunting	5:21.41	5:45.29	
6.	A. Heath/A.Linwood	DNF	5:22.76	
7.	M. Owen/P. Laing	DNF	7:50.72	

Only one junior member arrived to fly Rat Race.

JUNIOR RAT RACE RESULTS

Place	Team	Heat 1
1.	N. Baddock/K. Baddock	97 laps

On New Years Eve, there was a lamb roast dinner organised by the Free Flight Society at the AB field. This was preceded by a swap meet.

New Years Eve Dinner

On the morning of New Years Day five competitors assembled at the Redman Oval for some Half A Combat. Murray Wilson had both of his bouts ending with wrecked models.

At the conclusion of round 3, both Maris Dislers and Keith Baddock had two wins and a loss each so flew against each other to decide the 1st and 2nd placings

Top Three in Half A Combat

HALF A COMBAT RESULTS

Place	Entrant	Rd 1	Rd 2	Rd 3	Rd 4
1.	Maris Dislers	W	L	W	W
2.	Keith Baddock	W	L	W	L
3.	Harry Bailey	W	L	L	
4.	Richard Justic	W	L (w/d)		
5.	Murray Wilson	L	L		

As can be seen from the F2A results, there were no competitors that could get near the 300kph speeds that have been attained recently.

It certainly wasn't through lack of trying but the hot weather conditions were very challenging. To add to the lack of results, rounds 3 and 4 had to be postponed until early the following morning, due to high winds, but an overnight thunderstorm dumped a lot of rain which left large pools of water on the flying surface. With time running out, any further flights had to be abandoned.

F2A RESULTS

Place	Entrant	Rd 1	Rd 2	Best KPH
1.	Andrew Heath	12.516	Zero	287.6
2.	Robert Fitzgerald	12.56	12.7	286.5
3.	Steve Rothwell	Zero	13.35	269.6
4.	Mark Poschkens	13.605	13.53	265.94
5.	John Walker	Zero	14.03	256.6
=6	Mark Ellins	Zero	Zero	
=6	Harry Bailey	Zero	Zero	
=6	Murray Wilson	Zero	Zero	

As with the F2A event, many Combined Speed pilots struggled to get their models to work long enough to record some flight times.

Murray Wilson was presented with this trophy by John Jacobsen for winning Combined Speed.

Murray Wilson was the only competitor to have three successful flights using his Class 5 model but it's performance was below what he has previously attained with this model.

Thanks go to Andrew Heath for being event CD and calculating the results. After the event, John Jacobsen presented a very handsome weather station to Murray Wilson for being the event winner. John has previously presented a similar trophy to Andrew Heath at the last Nationals and does this as a way to promote speed flying.

John Jacobsen is assisted by Andrew Heath.

COMBINED AND JET SPEED RESULTS

Entrant	Class	Engine	Rd 1	Rd2	Rd 3	%
M. Wilson	5	Novarossi 21	15.07	15.10	15.82	97.6
J. Jacobsen	2	Nelson 29	10.08	-	-	93.1
H. Bailey	5	Novarossi 21	17.13	-	-	92.4
J. Jacobsen	P		30.00	-	-	85.1
H. Bailey	1	OSCZ11PS	20.30	20.15	-	77.2
J. Walker.	Jet		15.47	-	-	74.1

Trent McDermott's first bout in F2D Combat did not go well, as the engine shutoff on both models kept stopping the engine run and he had practically no air-time. Problem was fixed for his next bout and he managed his one and only win.

Michael Comiskey had no such problems and won the contest with a clean sheet of four straight wins. Trent and Murray had a fly off for second and third place with Murray getting the win.

F2D - Murray 2nd - Mick 1st - Trent 3rd

F2D RESULTS

Place	Entrant	Rd 1	Rd 2	Rd 3	Rd 4	Rd 5
1.	M. Comiskey	W	W	W	W	
2.	M.Wilson	W	L	L	W	
3.	T. McDermott	L	W	Bye	L	L
4.	M. Stewart	L	L			

A short contest with only two competitors for Open Combat. Mick did not get into the air during Rd 1 but won the next two bouts.

Left:- Michael Comiskey and mechanic Colin Willoughby.
Right:-Trent McDermott and mechanic Mark McDermott

COMBAT RESULTS

Place	Entrant	Rd 1	Rd 2	Rd 3
1.	M. Comiskey	L	W	W
2.	T. McDermott	W	L	L

Vintage Combat was held on the Wednesday morning of the final day of competition. Three contestants were out of the competition after Rd 1 and the repechage leaving five to battle it out. Marianne and Mark were the next to depart, leaving the final three to contest the placings. Murray then defeated Trent and went into the final bout against Bob Phippin. Bob was ahead on cuts in the final when a massive mid air collision disintegrated his model but he had enough points to claim the victory.

VINTAGE COMBAT RESULTS

Place	Entrant	Rd 1	Rep	Rd 2	Rd 3	Rd 4
1.	B. Phippin	L	W	W	W	
2.	M. Wilson	W		W	W	L
3.	T. McDermott	W	W	W	L	
=4	M. Stewart	W		L		
=4	M. Ellins	W		L		
=6	M. Comiskey	L	L			
=6	H. Bailey	L	L			
=6	P. Laing	L	L			

After the Vintage Combat had concluded it was time to drive back to the AB field to complete the remaining events for the contest.

Many people had already started to head home so there were not many bodies at the hard surface for the rest of the day. It was decided to run 2.5 cc Rat Race but as there were only three teams and it was uncomfortably hot, so it was decided to only run a heat to decide the placings as a 20 minute final race was a bit pointless and strenuous under the conditions.

Owen/Laing made it to the 137 laps point but had the misfortune for the model to run into the circle to an unsafe position to be recovered.

VIntage - Murray 2nd Bob 1st Trent 3rd

2.5 cc Rat Race teams.

2.5cc RAT RACE RESULTS

Place	Team	Heat 1	Engine
1.	R. Justic/M. Wilson	217 Laps	MVVS
2.	K. Hunting/H. Bailey	208 Laps	Nelson
3.	M. Owen/P. Laing	137 Laps	Nelson

Time for the last event to be flown at the hardstand. Open rat race is the
event for lots of nitro methane fuel and high speeds but because of the
requirement of a hard flying surface big enough for 60 foot lines it is not flown very often. A consequence of this is that the model capabilities are not tested until race day which can, and sometimes does provide problems.

Such was the case on this day as neither of the .40 sized models could be made to work. The only model to race the full distance was the .21 sized Class 2 team racer of Bailey/Hunting who did the tortoise versus the hare routine and win this event for the second time with the same model, since Albury in 2012/2013.

OPEN RAT RACE RESULTS

Place	Team	Heat 1	Engine
1.	H.Bailey/H.Hunting	3:21.88	Novarossi 21
2.	M. Wilson/M. Ellins	1 Lap	K&B 40
3.	T & M McDermott	0 Laps	Nelson 40

The majority of the Aerobatics flyers at the Nationals reside in Sydney and due to recent wet weather and some local car hoons tearing up their Whalan Reserve flying field leaving big ruts, they have not had much opportunity to get some flying done, so they were glad of the opportunity take the trip to West Wyalong for some air time. Here are the results I received from Frank Battam and some pictures from Margaret Battam and Sara Siwaporn. Judges for the contest were Joan McIntyre and Dave Simons was on hand to refuel the model and launch it for him.

F2B Expert - Reg Towell 2nd - Murray Howell 1st - Mark Ellins 3rd

F2B EXPERT RESULTS

Place	Entrant	Total Score
1.	Murray Howell	1155.25
2.	Reg Towell	1056.65
3.	Mark Ellins	1030.75
4.	Tony Bonello	1029.75
5.	Frank Battam	991.05

F2B Advanced - John Hammerslag 2nd - Andrew Heath 1st - Geoff Van Kampen 3rd

F2B ADVANCED RESULTS

Place	Entrant	Total Score
1.	Andrew Heath	896.97
2.	John Hammerslag	877.45
3.	Geoff Van Kampen	817
4.	Tony Clifford	749.75

Classic Stunt - Frank Battam 2nd - Tony Bonello 1st - Tony Clifford 3rd

CLASSIC STUNT RESULTS

Place	Entrant	Total Score
1.	Tony Bonello	524.5
2.	Frank Battam	516.5
3.	Tony Clifford	335.5
=4	Geoff Van Kampen	193
=4	Reg Towell	DNF
=4	Murray Howell	DNF

Vintage Stunt - Tony Clifford 2nd - Maris Dislers 1st - Frank Battam 3rd

VINTAGE STUNT RESULTS

Place	Entrant	Total Score
1.	Maris Dislers	287.75
2.	Tony Clifford	284.5
3.	Frank Battam	284
4.	Murray Howell	DNF

Classic Team Race had four teams. Neil Baker had his newly repaired "Shadow" model for Colin Ray to fly but the Nelson engine he was using will need a bit more sorting to get a good race time.

Classic FAI Competitors

CLASSIC FAI RESULTS

Team	Heat 1	Heat 2
Murray Wilson/Ron Lacey	4:17.32	4:14.61
Andrew Nugent/Mark Ellins	4:20.91	4:15.37
Colin Ray/Nail Baker	4:30.70	5:12.60
Ken Hunting/Harry Bailey	40 Laps	4:52.35

A bit of mixing and matching of teams for some enjoyable racing.

VINTAGE A TEAM RACE RESULTS

Team	Heat 1	Heat 2	Final	Model / Engine
M. Wilson/R. Lacey	3:16.53	-	6:43.27	Dimpled Dumping / R250
A Nugent/M. Ellins	3:19.67	-	6:45.51	K31 / R250
C. Ray/N. Baker	3:46.13	-	7:38.27	Olympian / R250
T. Cooper/M. Wilson	4:07.52	4:03.39		Footprint / PAW TBR
H. Bailey/K. Hunting	4:17.09	-		Olympian / CS Oliver
K. Hunting/H. Bailey	DNF 55L			Dimpled Dumpling / Parra T12

Three teams flew one heat and a final race for 27 Diesel Goodyear.

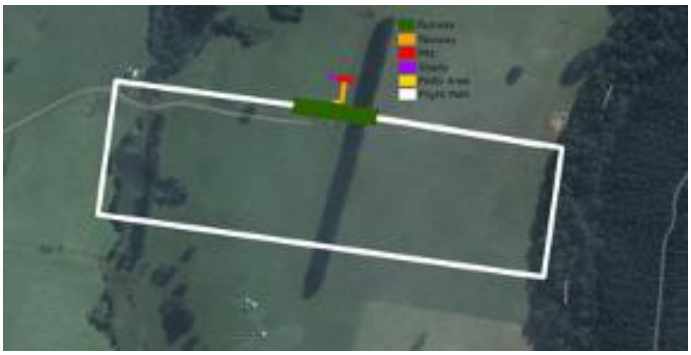
NORTHWEST AEROMODELLERS

AFTER 25 YEARS NORTHWEST AEROMODELLERS (NWA) HAS TO MOVE LOCATIONS

2 years ago, the landowner informed us that we had to move location to another area of his property due to crop rotations and wanting to turn our current location into a super-size potato crop paddock.

The landowner was happy for us to look at his property and come up with alternative sites, but being on the north west coast of Tassie, which is more suited to slope soaring, it was going to be a challenging to find a flat treeless location. Looking around his property we found 3 potential locations, trees were the main issue and considering MAAA Manual of Procedures to build a safe site.

An IT savvy member in the club used Google maps and scaled up the options for the farmer to review. The best option was in



his current potato paddock which was just about to be harvested. Only 300 meters east of our current location. With approval given by the land owner we set about planning our move.

Money! Knowing that we would require heavy machinery to prepare and develop a new location, we started looking at our options. We looked to MAAA for funding as our club has never asked for any assistance in the past. TMAA approved our submission to the MAAA, and with TMAA backing we received approval from the MAAA for $5K and the TMAA also approved a grant of $750. Thank you very much the funds greatly assisted.

The Federal Government had a program called "Stronger Communities Program". NWA submitted a grant application, an online 14-page document, to the local MP who backed us. He said it was unusual to have a club like ours to ask for funds. The MP submitted our application to the Federal Government who approved $5K.

Next item in the move was to get the members moving. We started work removing the wind breaks and shelter just leaving our club house, mower shed and loo to be moved. We worked out a deal with the land owner who assisted with equipment to move our club house to a temporary location whilst the crop in the new location was harvested. First mistake don't move your

clubhouse and mower shed to an area where there is an abundance of wildlife, as the local bush rat population moved in and made a mess of the mower and club house, had to throw out clubhouse awning and other stuff that was either eaten or full of rat's nests. Luckily the mower wasn't damaged after all the nests were removed, our club house still has a funny smell (which will go). Start of this year the spuds were out and we could start work. The land owner was putting in a new dam and it was agreed that we could hire the equipment at a discount rate. After 2 days of ploughing and heavy rocks removed, we had an area that we could move to. The machinery used was a large bulldozer, dump truck and excavator. We now had a strip and club house in position, only issue was that the bulldozer was not good at finishing off the level of the strip, it was like the roller coaster at Luna Park looked good but was not level.

We had a day of picking up rocks and tree roots at the new strip. We were grateful that a few wives and partners came along to help, it may have been because pilots had been under their feet at home for 4 months and they were keen for them to be flying again.

Looking around we able to engage the services of a local contractor with a grader and roller. After another day's work and 50 kgs of grass seed we had an airstrip that could be used.

It was good have members with specialised skills, one to work out and organise the new electric fence, another who had the solar system cameras up and operating, one that installed a new water tank and plumbed in a pressurised water system, Loo specialist (now we have a flushing urinal) and wash up system, others that just did the work. With remaining funds, we were

able to purchase a new outdoor setting, give the club house and facilities a new coat of paint and purchase sundry equipment to improve our club.
We now have a better clubhouse and airstrip; the old strip was 80 meters x 26meters (did test your landing skills) and a tree line that had captured many planes over the years. New site the trees are further away and strip is 120 metres by 25 meters.

WOW
Need to work on better access road to the club, talking to the landowner on options and cost in the coming months.

NWA started moving the club 13 September 2023 and now we are waiting for the grass to grow and will be fully operational starting February 2024. PHEW!

Paul Morse

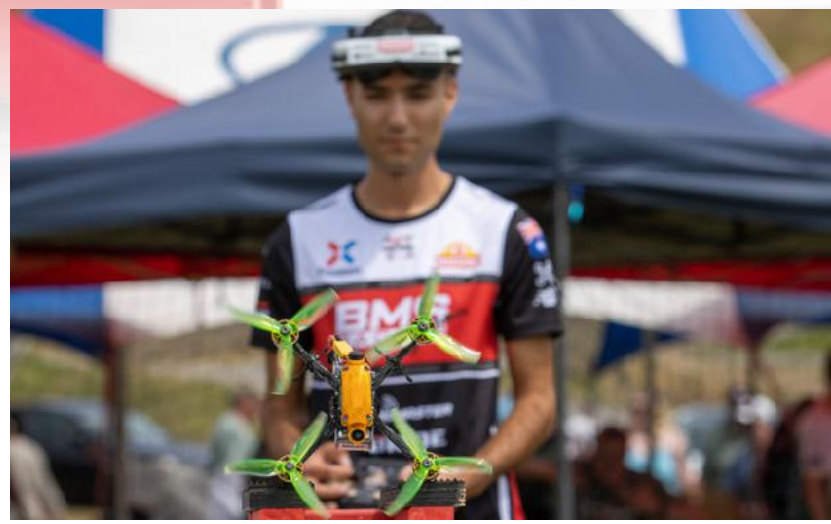
2024 QUAD JUNKIE NEW ZEALAND OPEN

The 2024 Quad Junkie New Zealand Open held in Rotorua showcased an exciting competition that attracted participants from various countries, including Colombia, South Africa, and Australia. Nine Australian competitors from Queensland, ACT, and Victoria contributed to the event's vibrant atmosphere.

From the onset of practice sessions to the final race, the competition featured intense battles, with pilots constantly pushing the limits and trading fast laps throughout the event. The rivalry among the top pilots was particularly thrilling, creating a dynamic and competitive environment.

As the eliminations progressed, the top four pilots emerged, with a notable representation of Australians and one South African. Thomas Bitmatta, participating in his third New Zealand Open, secured an impressive victory, claiming his third New Zealand Open Title. The podium also included Australians Gabriel Barrasso in 2nd place and Sam Heaps in 3rd place. South African pilot Tristan Twine rounded out the top four, showcasing the international diversity of talent at the event.

The Final standings for the Australian:
1ST - BMS THOMAS
2ND - IQ0
3RD - HEEPSY
6TH - DAVEY FPV
7TH - RED2ROTOR
8TH - IRONOID
9TH - WILF
IOTH - DIMSIM
I3TH - JUSTHAPPYTOBEHERE



SCALE AIR RACING

Of all the competitive model flying pursuits Scale Air Racing offers the most amount of fun for the least amount of practice. Both attributes apply equally to promotion. Publicising the sporting aspects of aeromodelling is important nowadays. Significant government monies are granted for same. To be competitive in thermal gliding, scale aero and F3a aerobatics, even the simpler F4C scale manoeuvre schedule requires constant practice. Quality coaching is important too. IMAC is leading the way to attract younger participants. A big part of that is availability of quality models and equipment. Of course getting right to the pointy end in this discipline requires time and effort as well. Yet time and time again it has proven anyone who can complete each ten lap round with no pylon cuts and land consistently will end up in the top half of the results and have a blast in the process. Cutting inside a competitor through a tight turn and gaining a few lengths is a thrill that keeps on thrilling.

Maintaining an affordable entry level category to encourage new participants is vital. With racing the worst thing to do is have new people blown way by experts with hotted up engines. A brand new basic four horsepower 35 cc Formula 2 Nemesis ARF setup costs around $1850 and the rules pay particular attention to producing a level playing field. A new six horsepower F1 setup is around $2100. Difference being the bigger engine and prop in the same race proven airframe. Servo requirements are the same 6.5 kg/cm torque and minimum 1700 mAh battery pack in F1 and F2. Lead time for a new model to arrive is around six months from date of order. Scale racing is experiencing generational change hence second hand models pop up on RC Trader and Facebook too.

In terms of promotion to attract young people and families one of the most satisfying things to witness was the 2016 Sandown F2 race. This was a club entry flown by an under 18 pilot. Winner scored a Fisher Paykel fridge for their club room. The grandstand was silent until the ten laps were completed. Followed by a big cheer for each landing. Those young flyers did a first class job and took the responsibility of flying at that venue seriously.

FORMULA 2

Offers newcomers the thrill of racing with readily available off the shelf product in a very easy plane to set up and fly. With twin aileron and twin elevator servos the typical PWM setup needs seven channels. Prop pitch is limited from 10 to 12 inches. RPM limit in F2 is to prevent hotting up engines or fuel. Static RPM limit is 8500.

Model memory name and/or number will be recorded during processing. Racing with a different memory to what was entered will result in a zero. Any model with a free mixer assigned to throttle to reduce end point will result in disqualification. These settings will†be randomly checked at the start or end of a heat.

FORMULA 1

To encourage today is potential competitor to try something different I tried spray painting directly on to the standard white Oracover. Only preparation was scuffing the film with steel wool and rubbing down with acetone. You can see where paint has peeled off in places. Some of that is hangar rash but the interesting one is the wing. Which can be clearly seen flexing during a high g turn at 225 kph.

At any rate if they don't want to put in that much effort a simple can of spray paint to colour wheel pants and cowl has proven enough for pylon marshals to identify four predominately white aeroplanes. To keep speeds to around where they are now, at 250kph, a static RPM limit is set at 9000.

RED BULL AND TEXAN

Red Bull was designed for someone with a suitable 30cc petrol scale aero model to have a crack without having to purchase a whole new setup. A few experienced campaigners also use this as a back up category.

Texan category has been running for twenty seven years. There is no commercial value in promoting glow engines any more but this category has consistently produced very close racing. The model must be fitted with retracts.

GOODYEAR

The thrill of racing something Ive designed and built myself puts me into the dinosaur category but there are a few of us left. At least four Ive spoken to.

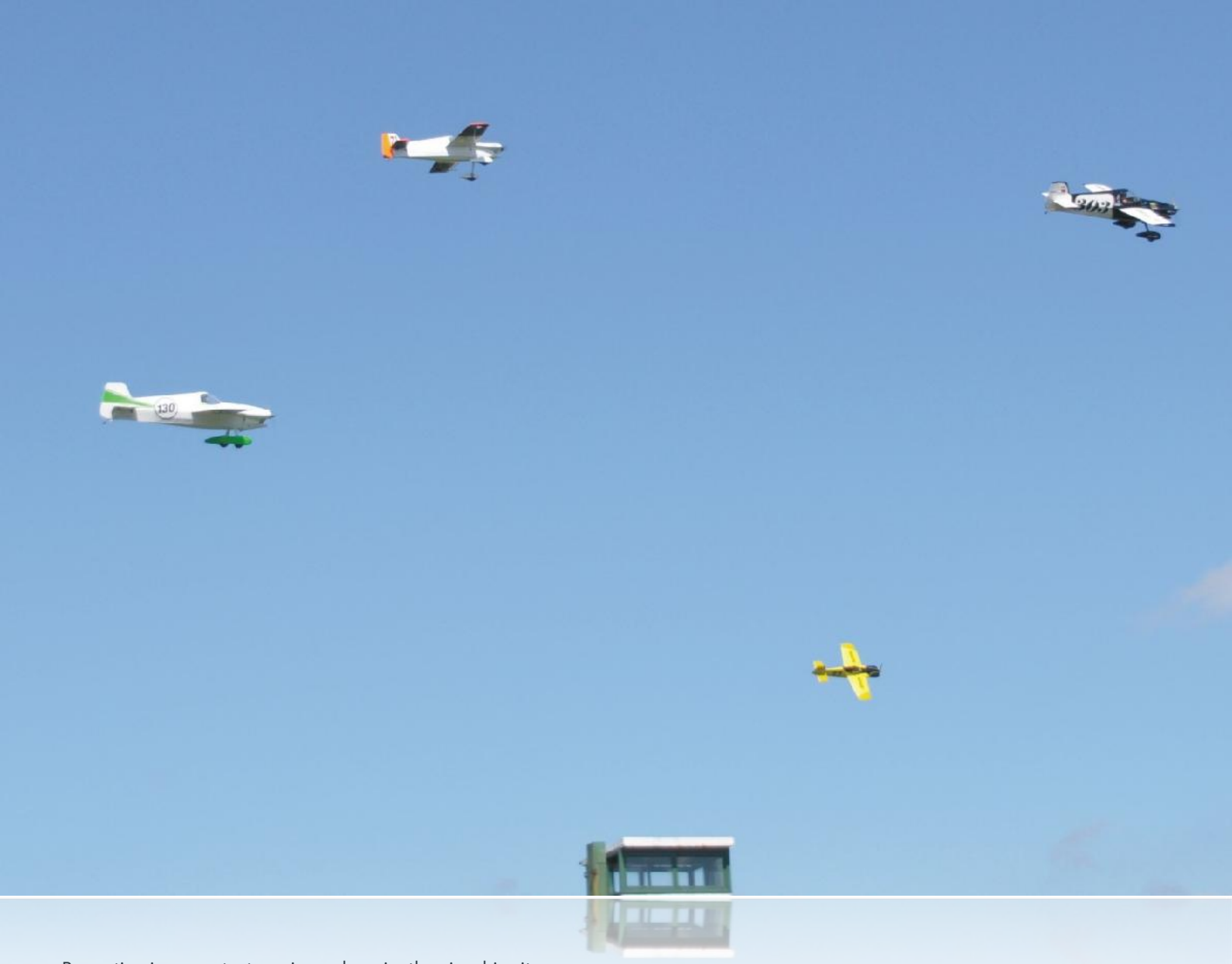
MOTOR RACING

Time spent demonstrating RC flying at motor racing circuits gave in insight to an untapped market of potential aeromodellers. Anything with a piston a common interest. Incidentally the number of older chaps who tried RC flying and gave up was substantial. One of the most interesting motor racing events in Victoria is the Historic's at Winton. Organised by the Austin Seven Club the mix of old and new car and motorcycles makes for a great day out. Then there is Bathurst. I still love spending the day watching that race but it was a bit more interesting when different categories were on track together like the Bathurst 500 (miles) years ago. That change was made as speed slowly increased and professional drivers became the norm.

Where the hobby will be in a decades time, making a difference and leaving the hobby in a better place than when you started has been a subject of much discussion. Has flying become that boring? You wouldn't think so at events such as the Avalon Airshow. People still come in droves to experience the jets. Full size passenger transport has become so reliable people now complain bitterly when the flight is delayed by fog. Aviation has been experiencing trouble attracting pilots for quite some time to the point airlines now offer direct entry to someone with just 150 hours of commercial in the log book.

There are numerous reasons to justify the drop in interest in aeromodelling. I put lack of interest in aviation as one. Lack of meaningful promotion is another. Many clubs do a sausage sizzle at Bunnings or display in a shopping centre but nothing beats flying planes in front of people at an airshow. A model airshow.

Aeromodelling has such a good story to sell. It has sparked careers not just in flying. There is maintenance, communications, regulation in civil and military. Drones offers a whole new world of job opportunities.



Promotion in a country town is much easier than in a big city. Mainstream advertising on country TV is affordable. Councils have become acutely aware of the value tourism puts into the town too. Linking an event to a charity is one way to get free TV exposure but there is no guarantee it will get aired. In a city of 5,000,000 Melbourne no longer has any model airshows.

F1 AIR RACING INC

Promoting the concept of operating above the minimum standards is a core value. Demonstrating the hobby and interest in aviation, big or small as well as supporting VMAA and MAAA owned flying fields is part and parcel. When public has paid an entry fee to witness model aviation that comes with an obligation to pay some attention to entertainment. Even though racing provides that in spades not every race is a cracker. It stills become a procession. More of same. To pad out the program and give officials a short break we put something interesting up at the start of each hour to keep the crowd engaged. Just like the Yarra Valley Air Races my father and I did in 1997.

Traditionally pylon racing has flown left hand circuits. Depending on the field layout right hand circuits offer increased separation for the tight turn back in towards the runway. Safer and just as much fun. One of the requirements is to taxi the model on to the runway, turn and go. Holding the fin on my Seagull Nemesis means I have to be half doubled over thus further enhancing amateur status within the general community.

A simple rethink of temporary or permanent fencing would placate legitimate safety concerns. Taxiing off to clear the runway also saves time. We can get more racing in.

Pylon racing requires man power. Two sets of pylon lights is great but attracting sufficient marshal's has been a problem for a decade. One way to get around that is pilots have to prove they went around the pylon. Which is what happens in full size gliding. Bolting an adventure camera into a sixty cc banger has not proved reliable enough. Instead of lights or flags with marshal's pilots could use dead reckoning to navigate the course. A video camera adjacent each pylon with one or two marshal's is one alternative. That was trialled in Melbourne before COVID hit.

Another racing tradition that requires personnel is the scoring system. Traditionally competitors race against themselves using elapsed time and drop their worst score. Five rounds count out of the six flown. The other option is first past the post. Four points for first place, three, two one. This produces better racing because the stakes are higher. To get a fair result using that system requires eight rounds. Before going down the technology path the might be life in the old fashioned method. Australian Air League offers a potential source of people power. Not just marshalling more like a work experience with leadership opportunities in scrutinising, computer scoring system etc. Anyone who has sold advertising space knows the value of presenting a potential client with the concept in a printed layout. At any rate the course layout will be determined by how many marshal's we attract.

Sunday May 26th, two weeks after Mothers Day, we have a Test and Tuning Day with F1, F2 and Red Bull aeroplanes at BRAG (Baw Baw RC) at its picturesque strip on the edge of Blue Rock Lake. I've asked a few friends to bring along a couple of high speed models as well. Vic State Field Eastern is booked for a race meeting on the 19th - 20th October. That's the weekend after Bathurst 1000. To make things interesting, just like Sandown F1 Air Race 2015 and 2016, F1 and F2 will feature prize money. Host club is BADMAC. Fantastic experiences in racing teams started when I was a young boy with my father. Scale Air racing offers a great scene. Aircraft specifications, rules and general information is available at www.speedweekend.melbourne.

Stephen Green

Secretary F1 Air Racing Inc.

GOING PLACES

As aeromodellers, we are truly fortunate to have an abundance of options when it comes to places to indulge in our passion for flying. From local club gatherings to larger-scale events, the opportunities are endless. However, despite the wealth of activities available, many of us may not always be aware of what's happening in our vicinity.

That's where WINGSPAN comes in. These pages are designed to keep you informed about upcoming events in your area and beyond. Whether you're interested in competitive meets, relaxed flying sessions, or educational workshops, you'll find the details of just some of the events happening in the near future on the following pages.

Alternatively, you can also check out the MAAA website or contact your local state association for additional information.

Why not seize the opportunity to bond with fellow aeromodellers? Gather your friends this weekend and embark on a road trip to visit another club nearby or even farther afield. Embrace the spirit of community and camaraderie that defines our hobby. After all, shared experiences are what make this pastime truly special.

So, pack up your gear, fuel up your enthusiasm, and take to the skies. Whether you're a seasoned veteran or a newcomer to the hobby, there's always something new to discover and enjoy. Let's make the most of our shared passion and create unforgettable memories together. Fly high, and fly often!

HOLDING AN EVENT, FLY IN OR JUST A GATHERING FOR OTHER AEROMODELLERS?

Then drop the WINGSPAN editorial team a quick email (editor@maaa.asn.au) with the details of your event and a flyer/ poster if you have one, and we can publish it in the next WINGSPAN. Also don't forget to let the MAAA and your local State Association know so they can also publish the details.

And of course if you are planning on holding an event or get together don't forget about the 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.

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

SAVE THE DATE

10th Annual CMAC Scale Rally

16th & 17th of March 2024

Canberra Model Aircraft Club

Contact: Steve Millar
Ph: 0417 298 741
steve@acrosstown.com.au

NSW FREE FLIGHT SOCIETY

NSW State Champs Scramble and HLG/CLG

Sunday 10th March 2024

7am to 1pm

(scramble at 8am, other events after scramble)

BBQ lunch (BYO food)

Cornwallis Rd, Richmond Lowlands

It's another new IMAC event in Sydney for 2024

IMAC SYDNEY LOWDOWN

20th - 21st APRIL 2024

SYDNEY RADIO CONTROL SOCIETY - WISEMANS FERRY

PRACTICE & COACHING - FRIDAY 19th
COMPETITION - SATURDAY 20th & SUNDAY 21st

REGISTER: www.scaleaeros.com.au

ASAA

AEROMODELLERS
NEW SOUTH WALES

SAVE THE DATE

WAGGA MODEL AERO CLUB

PROUDLY INVITES YOU TO

THE

MILITARY SCALE EVENT

27TH & 28TH APRIL

2024

FREE PUBLIC ENTRY

ALL ABILITY ACCESS AND AMENITIES

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GRANDSTAND SEATING

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HEAPS OF FLYING WITH UNIQUE SCALE MILITARY AIRCRAFT

FOR MORE INFO CHECKOUT "WAGGA MODEL AERO CLUB" ON

PROUDLY SUPPORTED BY

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AFFS

NSW FREE FLIGHT SOCIETY

OPEN F1 WORLD CUP EVENT: WIDGIEWA CUP AFFS CHAMPIONSHIP & SOUTHERN CROSS CUP

WIDGIEWA CUP: APRIL 21
AFFS CHAMPIONSHIP: APRIL 17
SOUTHER CROSS CUP: APRIL 19

ALL EVENTS HELD AT NARRANDERA, NSW

MORE INFO CONTACT AFFS SECRETARY SHANNON TOLMIE
SMTOLMIE@HOTMAIL.COM OR 0419237203

TWIN CITIES

MODEL AERO CLUB

AUTUMN SCALE RALLY 2024

Come along and enjoy a relaxed atmosphere with no formal judging or competition.

This is a no competition rally open to all Scale Models.

Saturday 18th & Sunday 19th May

In our ongoing commitment to safety, we kindly remind all pilots operating aircraft weighing 7kg and above, and Turbine powered aircraft that adherence to the Manual of Procedures (MOP) is required.

Secure your spot in the skies with our pilot registration priced at just $35.

Sunday Breakfast Bonus: Complete your online registration now and pay when you arrive, and treat yourself to a free mouthwatering bacon and egg roll at our canteen.

Canteen open Saturday and Sunday.

Airfield open Friday for early arrivals.

Scan to register now and pay on arrival.

FREE on site camping available with HOT shower

Proudly Sponsored by

ALBURY RC MODELS & HOBBIES

FESTIVAL OF AEROMODELLING

June 22nd- June 30th, 2024

Inglewood, Airport QLD

PAST ISSUES

Missed the last issue of WINGSPAN, no problem. Below are links to the last few issues of WINGSPAN . Simply click the link (e.g. AUGUST 2022) to view.

DEC 2023 / JAN 2024

MAY 2021

FEB 2021

NOV 2020

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

THE BACK PAGE

GUEST EDITORIAL BY STEPHEN GREEN (AUS 5932)

Inspiring the next generation

My affinity with the Cassutt, racing and promotion of the hobby began when second place in the new 2.5cc Quarter Midget pylon class won me a cheque for fifty dollars. I don't recall who it was from. Most likely the Model Dockyard. Which was an Aladdin's cave of model trains and model planes in the main street of Melbourne's CBD. RC model cars didn't really exist in 1972. Which reveals my age. Last month I tuned sixty five. Which puts me right in the middle of the second largest demographic which accounts for one quarter of Affiliate Members. The 70-80 year bracket pips it by a few percentage points. Under forty accounts for less than ten percent. Come and Fly Days is an excellent initiative to inspire a new generation of aeromodellers. Improving the ab-intio experience will help but I doubt that will be enough to maintain current numbers. Things change. Without mainstream promotion a significant raising of fees to maintain the current management structure is the only viable alternative I can see.

At the 1971-72 Geelong Nationals I was one of seventy plus competitors who flew in FAI Thermal Glider. Ceiling height was 300 feet back then. FAI line length was 490 feet. How did that work? Everyone looked the other way. Today it costs me a grand a year to have my five metre span scale glider aero towed to 1500 feet or fly my 20 kilogram Spitfire up to 1000, legally, at two of the five clubs I have memberships. For anyone working it's inconsequential but it could be quite a sum for someone on the Old Age Pension or traditional endeavours like CL and FF. Those sectors represent a very tiny portion now. I have fond memories of those early Nationals. Checking out control line team race, speed, combat plus free flight and indoor microfilm. Night Scramble on New Years Eve was a must. Things have changed. Now we don't have to. Affiliation fees of $250 – $350 would not stop me flying model aeroplanes. Anyone towing a model trailer to go flying and complains about the current cost should not be taken seriously. A two tiered RC insurance levy might be possible but someone has to administer it. Filling committee positions is problematic now.

The next MAAA Conference will see the election of a new President. Associate Members like myself (rank and file) can have a say in this process through their club but the reality is lobbying by Ordinary Members (The States) is happening now. I hope they get it right. I've been very happy with the direction, operation and commitment to accountability by the current Executive Team but quite concerned who the next incumbent will be. What facts sparked the no confidence motion in the current executive is yet to be reported. Sooner or later something should appear in the Minutes. A bit radical but it would would be good to know what candidates deemed suitable for the next MAAA President will bring to the position. I hope we get another forward thinking active aeromodeller like Tim Nolan. Number one on the suitability criteria list should be track record. What has that person achieved and have efforts serving the clubs' interests he or she volunteered to represent been effective? Managing bank accounts just sitting on large sums of money for a rainy day is out of touch with the cold hard reality of declining membership numbers looming. The last thing MAAA needs is someone whose vision and track record is baby sitting the status quo.

Aeromodelling events skulking away to the country is not in the hobby industry's best interest either. The relationship between the hobby trade and model aircraft associations is symbiotic and if Melbourne is anything to go what's left of the hobby trade and the State Association are two decades behind anything I've tried to do. Flying models outside existing flying field network operating, under my own insurance policy, was an interesting experience. Dealing with small minded model aero officials more of a constant annoyance rather than an occupational hazard. Opportunities to tie in with the burgeoning drone industry have been squandered. Insurance often used as the reason.

Watching MAAA President Mike Close presenting five time FAI World Pylon Champions Chris and Kevin Callow with a Lifetime Achievement award in 2015 was great. Not at distant flying field amongst other anti social activities like gun clubs, motocross clubs, dog kennels or municipal tips.

No it was at Sandown International Raceway. Despite advice to the contrary Chris's flights were listed in the twenty eight page full colour program as F3D. Spectators did not have a clue what that was but they sure did after that first flight. Engine screaming at 36,000 RPM that 350 kph flyby emptied the exhibition area far quicker than any general announcement over the PA ever could. Complaints by commercial exhibitors sales pitches interrupted were somewhat amusing. That very professional flying display did its job on a number of levels. Most important? This is what we do. This is what your child could do. Radio control offers an entry path into the multitude of jobs now offered by the drone industry.

Another highlight was the Formula 2 Air Race at Sandown in 2016. Four clubs accepted invitations for an under eighteen pilot to race a 35cc powered scale Nemesis ARF. ARF aircraft were sold to the clubs at wholesale by the importer. The young lady flying for the fourth club had lost interest so three entries made it to the start line. Whether those and the other demonstrations inspired a few youngsters and families into RC flying I have no idea. That part of the promotional equation is won or lost at club level. My funniest recollection was the Victorian Cabinet Minister invited to open the event with "Gentlemen, start your engines"' Running late for Sandown 2018 he called ahead and told us not to wait. Relishing the opportunity to introduce the Combat he remarked over the PA "Dog Fighting was a key skill set to be a successful politician". That minister was instrumental in helping VARMS to secure its new location and fabulous clubhouse. VARMS 1980s Expos and its inter-club best static display competition was something that inspired me. The opportunity to fly at Sandown now gone the only mainstream event left in Victoria is the bi-annual Avalon Airshow. Aeromodelling is on show and our exhibit desperately needs a facelift. For one thing we are competing against other sport aviation sectors. To attract younger people we need to encourage some of ours to be on the stand. More money spent on the tent would be a good start.

No one is bigger than the hobby itself. One such experience that comes to mind was a 1980s VMAA inter-club trophy. The Novelty category was judged purely by crowd applause. "Up Lilydale" was that club's catch cry. VMAA Secretary at the time was also a member of the Lilydale Club who took offence at my winning banner towing entry. Which gave another six points for Doncaster to take out the event. We replicated Lilydale's catch cry by pretending to fly a message from the Mayor of Doncaster some twenty kilometres way. A tremendous cheers from the crowd to our "Up Lilydale" banner with a big thumb on the end. The novelty event that inspired all manner of unusual flying things was subsequently banned. If you think that's petty try this.

I've always wondered what worth a corporation would value a model flying display at. Scale aerobatics and banner towing at major motor racing events was worth three grand in 1999. As far as sponsoring an event goes I got close. My fifty grand pitch for model aircraft flying at the Albert Park F1 Grand Prix was accepted but petty politics of a much bigger nature killed that off. Nothing to do with safety. Money was no object for something at the AFL Grand Final. Pretty confident a proposal for slow flying under 2KG electric powered club flags would have been taken seriously by the regulator.

Where did that confidence come from? Experiences from the Novelty category in the VMAA Inter-club trophy. But that was in the last millennium. One of my goals in this century was to find an event sponsor for the Train and Hobby Show at Sandown. Budget for the 2024 event is $135,000. VMAA was asked to stump up $10,000 to hire the race track and grandstand for radio control to strut its stuff but declined. RC would have been featured in run of Station TV and radio adverts. Complaints from Clubs spending members monies like that was the reason given.

Is inspiring the next generation just another case of the more things change the more they stay the same? I hope not. We cannot afford that style of leadership. Sounds selfish but whatever happens in ten years time won't affect me greatly. Competition flying remains an interest but I've run out of puff with mainstream promotion efforts. Perhaps someone else will have a go in the future.

Stephen Green

AUS 5932. (please note there are a few Steven Green affiliate members).

AEROMODELLING IN AUSTRALIA IS AWESOME
MAAA