



# WINGSPAN

THE OFFICIAL JOURNAL OF THE MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA

MEMBER NEWS | EVENT REPORTS | AROUND THE WORLD | MEMBERS | CLUB ACTIVITY PROGRAM



<p><b>THE PRESIDENTS REPORT</b></p> <p>Thoughts and ponderings from Carl Bizon - President MAAA</p>	<p><b>CLUB PROFILES</b></p> <p>A profile of two clubs - Bairnsdale and District Model Aero Club (BADMAC) and Roma And District Aeromodelling Club (RADAC)</p>	<p><b>OUR NEW MEMBERSHIP SYSTEM</b></p> <p>What is Member Jungle?</p>	<p><b>WA TARMAC PHANTOM TROPHY</b></p> <p>A quick write up of an event held in WA recently.</p>	<p><b>BASIC AERODYNAMICS</b></p> <p>All you need to know about - lift, drag, thrust and weight.</p>	<p><b>FAI DRONE TEAM SELECTIONS</b></p> <p>Meet the 2024 Australian world championships team.</p>	<p><b>FIND A CLUB</b></p> <p>Looking for a local flying club, check out the complete listing of MAAA clubs</p>
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# THE WINGSPAN PRINCIPLES

**The WINGSPAN PRINCIPLES:** Elevating Aeromodelling through Inclusive Communication, Embarking on a mission to redefine the narrative of aeromodelling, WINGSPAN stands as a newsletter dedicated to uniting, informing, and inspiring our community. This manifesto outlines the what and why behind WINGSPAN.

**Purpose:**

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

**What WINGSPAN Stands For:**

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

**Why WINGSPAN Matters:**

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

**The Defined Role:**

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

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

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

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5

## THE EDITORIAL

From the WINGSPAN Editor David Kennedy

7

## PRESIDENTS REPORT

By Carl Bizon - President MAAA.

9

## TIM NOLAN - THANKS FOR YOUR LOVE OF AEROMODELLING

By David Kennedy

11

## FREE FLIGHT PZL 24

A build article from Roy Summersby

13

## ECHUCA MOAMA MODEL AERO CLUB

Come and Try Day 2024. By Fred West

17

## 2024 AUST. FAI TEAM SELECTIONS

Meet the Australian Drone team off the represent the us at the World Championships. By Paul Bitmatta

19

## IMAC - SYDNEY LOWDOWN

A report on the recent IMAC competition at the Sydney Radio Control Society from Joey Tavora

22

## OUR NEW MEMBERSHIP SYSTEM

Just what is Member Jungle and when will it be available to use. By Mick Dallaman

25

## CLUB PROFILE: BADMAC

The Bairnsdale and District Model Aero Club (BADMAC) in Victoria. By Tony Wilson

27

## BASIC AERODYNAMICS

All you need to know and a bit more.

32

## WA - TARMAC PHANTOM TROPHY

The TARMAC - Thornlie And Regions Model Aircraft Club Phantom Trophy event. By Norm Kirton

35

## CLUB PROFILE: RADAC

The Roma And District Aeromodelling Club. By Ken Dawes

38

## CASA ADVISORY CIRCULAR 101-03

Flying a model aircraft or drone for recreation or education.

39

## AUSTRALIAN F3F GLIDER TEAM TRIALS

Write up on the trials held on 4th/5th May 2024. By Stuart Hamilton

42

## JAPANESE DRONE RACING LEAGUE

An introduction to the JDL and how Thomas Bitimatta has faired in this tough competition. By Paul Bitmatta

46

## FIND A CLUB NEAR YOU

The complete list of modelling clubs around Australia.

63

## GOING PLACES

A round up of events and happens clubs have submitted for your light reading.

77

## PAST ISSUES

Missed a previous issue of WINGSPAN not a problem.

**COVER PHOTOGRAPH:** This cover photograph of Tyler Mees and his son highlights one of the many joys of our sport: the time spent with our children, passing on the passion.

# WINGSPAN FEEDBACK

The editorial team have received quite a bit of feedback with the re-launch of WINGSPAN, below are some examples which encapsulate the general sentiment of the feedback and comments received.

Great magazine. Congratulations to the hard workers that put this together

love it - keep up the good work

Well done, great job and much appreciated.

Keep doing what you're doing. Credit to the editor for an information-rich, category-diverse narrative.

I really enjoyed this edition , well done by all involved .

Good work with the newsletter love it

I would like to see some adverts to see what is available.Great magazine really love it. Thank You

Excellent. class shone all the way through it aka. very professional. Interesting articles there for all the different devotees. Hope the staff and contributors keep this up so it lasts for a long time. Already looking forward to the next addition. Really appreciate the effort made to make this happen.

Loved the latest wingspan, lots of good reading

Fantastic content - well done.

The latest issue of Wingspan is excellent.

Congrats to those involved with "Wingspan" ; informative, colourful, positive ... what more could we want ? ... maybe a "How to " segment .. binding, batteries, bandages, balancing, .. range checks .. radio hints, reminders etc ...

The MAAA is a great organisation IF you fly Radio Control or fly the other categories AND live in the Eastern States. It is of absolutely no relevance to any F/F or C/L aeromodeller living in WA or NT.

Hi folks-There's way too much RC content for me.

Thank you for taking the effort to publish Wingspan mag.

luv the mag, gives a great insight to our hobby.

Enjoyable & thought provoking read. Keep it up.

Would just like to take the time out and commend all and sundry who participate in a very professional magazine - thank you for your efforts; it's always worth a read.

This is an excellent publication and well done to everyone who has contributed. I know this takes a lot of time and effort to source content and put it together. In today's world it is so nice to see some still willing to give to others.

I'm always pleased to get my Wingspan as there is always something in it I enjoy learning or seeing. Keep up the good work.



# THE EDITORIAL



**The Annual Conference in May has come and gone, and we welcome Carl Bizon as the new President of the MAAA.**

Having been fortunate enough to attend the Annual MAAA Conference, as an observer this year, it was clear to see the passion and enthusiasm in the room to not only do the right thing by the MAAA membership but to be seen to be doing the right thing and

making a difference. A full write up on the conference, the discussion and the plans moving forward will be forth coming.

This is the third instalment of the new WINGSPAN as you will see within the feedback section the vast majority of readers are happy with WINGSPAN and it's content, however people (including myself) would like to see more in each issue, more from clubs, events and happenings from around the country - not just the East Coast! More technical how to type of articles and product reviews on new models, radios, receiver, batteries and servos. The team are working on more of these types of articles and content and will gladly accept any and all offerings. However we can only print what we are given, create or put together ourselves.

In this issue, we introduce 'Member Jungle', our new membership system designed to modernise the administrative backbone of our association. This system promises a more streamlined, efficient way to manage memberships, communicate within clubs, and facilitate event planning. It is a significant step forward in enhancing our operational capabilities and member engagement, ensuring that our community remains strong and cohesive in the digital age.

Marking a pivotal moment in the leadership of the MAAA and our sport, as we bid farewell to Tim Nolan and welcome in a new president. We have a brief article and thank you to Tim for his service and achievements.

Diving into the technical aspects of our sport, we feature an enlightening article on basic aerodynamics. This piece breaks down complex principles into understandable segments, discussing how lift, drag, and thrust interact to keep our models in the air.

We also have the pleasure of bringing you a detailed report on the WA TARMAC Phantom Trophy, as well as profiles a of the Bairnsdale and District Model Aero Club and the Roma And District Aeromodelling Club..

Roy Summersby takes us into the detailed world of building and flying historic model aircraft with his fascinating build article on the FREE FLIGHT PZL 24. Roy, an experienced and passionate modeller, dives into the complexities and joys of recreating a PZL 24, a notable Polish fighter aircraft from the interwar period.

And much much more!!! Something for everyone as they say.

So as you turn each page, we hope you find knowledge, inspiration, and a renewed passion for aeromodelling. Whether you're in the workshop, at the airfield, or planning your next project, remember that you are part of a vibrant community united by a love of the skies.

As always, your feedback is invaluable. It guides the evolution of WINGSPAN, ensuring that we continue to meet your needs and expectations with each issue. We encourage you to share your thoughts, experiences, and suggestions with us, as this feedback is vital for us to continue improving and evolving.

Remember - Together we can, Apart we can't. Multiple passions, One Aeromodelling Community. Aeromodelling in Australia is Awesome.

**DGK**

David Kennedy  
WINGSPAN Editor  
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**Just one last thing if you'd like to have advertise (no cost) within WINGSPAN send me an email or give me a call to discuss.**

# PRESIDENTS REPORT



**Welcome to my first newsletter.**

**I'd like to start by acknowledging the contribution made by Tim Nolan during his term as the previous MAAA President.**

These roles are never easy, and as a volunteer who gave up a substantial amount of his personal life for the organisation, I offer my thanks.

Firstly – a bit of my background. I have been an aeromodeller for the last 50 or so years, commencing as a junior flying

control line in a local park, then at Lake Macquarie Modellers Association in Newcastle NSW. We flew at the back of a local High School, and the club was then predominantly control line, and some radio. A local hobby shop owner and fellow member – Paul Dewhurst – introduced me to my first taste of radio in my teens. After lay-by'ing a Sanwa 2 channel radio in my high school years, I began R/C with an Aeroflyte Brolga – and the rest they say, is history.

I have been involved in club level administration since my twenties, firstly at Northern Area Contest Aeromodellers in Newcastle NSW. My wife and I spent every June filling out MR1's at the kitchen table as we processed annual renewals, despite the pressure she placed on me every year not to return from the AGM 'with that briefcase', meaning I'd again volunteered to help run my local club for another 12 months. I ultimately moved states a number of times following a pretty hectic work career, and joined clubs in NSW, Queensland, and now Victoria – where I have been since the mid 2000's.

My club administration history has led me to act in the role of Secretary, Treasurer, President, before joining the VMAA (the Victorian State Association) firstly as a committee member, then VP, and ultimately President. This gave me exposure to the MAAA and the Council, where I was elected Vice President of the MAAA, to serve under Neil Tank's leadership, a role I ultimately gave up to relocate to the USA for work in late 2017. My work career has seen me progress from an 18 year old Mechanical Engineering trainee in the Steel Industry in

Newcastle, to ultimately running \$1bn global public company, based in the USA, and responsible for 5,000 employees in 21 countries.

From a modelling perspective, my history goes way back to my first motor - an OS15 MkIII that I had from about the age of 13 (that I still have) and mainly Aeroflyte kits – to now flying Turbine powered jets, turbo props, warbirds, scale gliders, and helicopters. I still fly control line from time to time, mainly for nostalgia, and a bit of fun. My free flight prowess is limited to a history of Day and Night Scramble, and a pretty poor attempt at a Hangar Rat for indoor flying. I have flown RC gliders off the slope, winch, bungee and tow – and somewhere in my archives achieved level 3 in the LSF. My helicopter skills were limited to F3C, however did achieve instructor status at one point.

My current fleet is jets – both scale and sport, turbo props, warbirds, gliders, foamies, helicopters, a smattering of sport aircraft, and a pile of kits that I'll most likely never finish.

As I contemplated standing for MAAA President, I went through in my mind what I thought I would try and achieve in my time, and how my work experience, passion and aeromodelling experience could be put to use. Ultimately it came down to a number of pretty key things:

- Protecting and preserving the interests of all of us – how can we protect our right to fly, and enjoy what some of us have been getting enjoyment from for decades – for the future of both current and potential new members
- How do we shape the MAAA to ensure it stays relevant into the future. How do we adapt and transition into the organisation of the future that is fit for purpose for the job it needs to do
- Ensuring we remain relevant to our members – being accountable, approachable, adaptable, and responding to your needs - whilst simultaneously achieving the broader strategic aims of the organisation
- And finally - as a given, acting legally and lawfully by ensuring proper governance in everything we do.

At the recent Council Conference held in Sydney, we dealt with the procedural matters on Saturday, and left Sunday to focus on some of the bigger issues I'll be focussing our attention on in the coming period. These distilled down into four key areas:

- Structure – how do we properly structure our administration in the current and expected future environment? There is no doubt our membership (and aeromodelling globally) is seeing a reduction in members as the baby boomer generation - that represents the bulk of our membership - ages. This has meant that many clubs and state associations have struggled to fill volunteer committee positions, adding to the pressure on administration. My focus will be on reducing friction, bureaucracy, and unproductive processes that add to the load on our volunteers. I'll also be focussing on using technology to eliminate manual and time intensive processes that don't add any value.
- Direction – where are we headed? How do we ensure the sustainability of our sport by making ourselves more attractive to newcomers, and limiting churn as members leave us to pursue other pastimes. We will continue to work on both member retention, and membership growth, though clearly understanding the critical focus on attracting and retaining new members occurs at club level – but doing what we can to help club activity with membership as its goal.
- Risks – how do we properly address and manage risk? There has been substantial change in technology from our early days in radio, with 2.4 GHz proving to be a very robust technology, allowing telemetry in real time, and substantial range benefits that exceed our visual line of sight. We need to ensure our risk management protocols represent the real risks we face, and are contemporary with the change in pilot and technology advancements, whilst not creating administrative constipation.
- Strategy – Managing our stakeholders. CASA is a key stakeholder, and I had the pleasure of meeting the Chairman of their governing Board, the CEO, members of their Board, and key executives in the weeks prior to my formal election. It is clear we have a multi level relationship need – from the administrators who process our approvals, to me managing our strategic alignment at the highest levels. We've agreed to meet in the future to ensure we progress a win/win relationship where their governance needs are met, and our flying freedoms are protected and preserved. Or Insurance partners are also a key to managing affordability and protection of our ability to fly. We've

recently renewed our policies for the coming year, and we will be working with our broker to ensure our coverage is both affordable and fit for purpose.

As an example of early progress, on Sunday afternoon at the Conference, we passed an initiative on Heavy Models that is more reflective of international practice (something I experienced whilst recently living in the USA). The Council has pivoted to focussing more on the pilot and builder of a model, and not the plane itself. As from now, we have moved to a system where you – the pilot and builder – are accredited to fly sub 25kg fixed / rotary / turbine models, not each plane you fly. This means a substantial layer of administration will become redundant, and encourages all pilots to achieve HM status to realise these administrative freedoms. For those not accredited to FW/RW/GT Inspector level, I encourage you to seek certification.

This means in a practical sense, Heavy Model Permits will not be required for you, or your models if you have FW/RW status. You accept personal responsibility that it meets the required standard and both you and the model is fit to fly. In the situation where you do not hold the appropriate certification, you will still need to seek model by model certification, as per the current MOP – which we are in the process of reviewing to be more reflective of current technology, and the reality of ARF construction. Please note, the current Giant model processes still apply as per the MOP.

We hope you see this as a clear indication of our desire to be more reflective of where we need to be, reducing red tape, and creating administrative freedoms for those who aspire to build and fly heavy models on a regular basis – just to start. This is the beginning of our new direction to reduce process and administrative friction, whilst encouraging building and flying at a higher standard.

Having recently retired from full time work, I hope to travel to many events in the near future. For those attending QTF at Goondiwindi, and the Inglewood Festival, I'll see you there.

See you at the field.

Cheers

*Carl Bizon*

MAAA President



# TIM NOLAN – A LASTING IMPACT ON AEROMODELLING ACROSS AUSTRALIA



**As Tim Nolan stands down as the President of the the Model Aeronautical Association of Australia (MAAA) and embark on a new chapter, we reflect can now on his impact, unwavering dedication, and lifelong commitment to model aviation.**

Tim's leadership, innovation, and tireless commitment have not only shaped the MAAA but have also left an indelible mark on the hearts and minds of model aviation enthusiasts nationwide. Join us as we express our heartfelt gratitude and bid farewell to a true advocate of our shared passion.

## *A Legacy of Leadership and Dedication*

Throughout his tenure with us, Tim has exemplified the true essence of leadership and dedication. From his humble beginnings at the local club level and with various roles within as Aeromodellers NSW to his pivotal role as President of the MAAA, Tim's unwavering vision and steadfast guidance have propelled our organisation forward, enriching the lives of countless model aviation enthusiasts. His commitment to excellence and tireless advocacy for the advancement of our community have set a standard of leadership that will continue to inspire us all.

## *A lifelong love of Model Aviation*

Tim Nolan's love for aviation ignited at the age of 16 when he took his first steps into the world of aeromodelling with a model aircraft named Bar Fly. This initial encounter laid the

foundation for a lifelong passion, propelling him to delve into more intricate projects such as 2 and 3-channel gliders during his formative years on the Mid North Coast of New South Wales. These early experiences paved the way for his lasting expertise in aircraft design and construction.

As Tim entered his early 20s, his aspirations soared to new heights, bigger and more complex aircraft. His hunger for innovation led him to explore the realm of scale aircraft, resulting in the creation of a meticulously crafted 1/4 scale Tiger Moth—an embodiment of his craftsmanship. This phase marked the evolution of his aviation journey, as he embraced the challenges of sea planes and wheeled aircraft in the early 1980s.

In 1980, Tim Nolan embarked on a groundbreaking journey by founding the Rise Off Water Flying Club. This innovative endeavour catered to aviation enthusiasts yearning to experience the harmonious blend of water and flight. The club's modest origins at Bringelly have since evolved into a vibrant community based at the Penrith Regatta Centre, a testament to Tim's visionary outlook and unrelenting dedication to aviation.

## *Shaping the Aeromodelling Landscape: A time of Transformation*

Tim's journey in model aviation is one marked by innovation, resilience, and a pioneering spirit.



From the inception of Rise Off Water Flying Club to his instrumental role in reshaping Aeromodellers NSW, and then with his leadership and vision for the MAAA Tim has consistently pushed the boundaries of what is possible in our field.

His bold initiatives, including securing area approvals, height clearances, and public displays, have expanded the horizons of model aviation across the country, opening up new avenues of exploration and discovery for enthusiasts of all ages.

As we bid farewell to Tim, we extend our deepest gratitude for his contributions to model aviation, paving the way for continued growth and prosperity in model aviation.

While Tim's tenure with us may be coming to a close, his legacy will endure as a testament to the transformative power of passion, and unwavering commitment. His unstoppable spirit, coupled with his pursuit of excellence, has left a lasting imprint on our organisation and the broader aeromodelling community.

As we bid farewell, we express our deepest appreciation for Tim's dedication to advancing model aviation in Australia.

"History will ultimately be the judge of my contributions to model aviation. All I can do is give my best, strive for excellence, and leave behind a legacy that reflects my dedication and passion for this incredible hobby that has given me so much."

*Tim Nolan*

### *A Glimpse into the Future*

As Tim Nolan continues to advocate for the aeromodelling community, his commitment to securing state-of-the-art flying fields, nurturing emerging enthusiasts, and fostering industry collaboration remains unwavering. His journey serves as an inspiration to all aviation aficionados, underscoring the power of passion, persistence, and purpose in crafting a legacy that soars beyond the skies.

### *Thank You, Tim*

On behalf of the Model Aeronautical Association of Australia and the entire model aviation community, we extend our heartfelt thanks to Tim Nolan for his exceptional leadership, dedication, and contributions.

Your impact will be felt for years to come, and your legacy will continue to inspire us as we chart the course of model aviation's future.

David Kennedy - MAAA Editor



Tim doing what Tim does best, telling whom ever will listen about the joys of aeromodelling.





## FREE FLIGHT SCALE PZL 24

The paint on the Sopwith Swallow was hardly dry, and I was thinking what my next project would be. Having finished the Flying pencil and with four other vintage models in the house, it was obvious I didn't need another vintage power model.

Another scale job it had to be, they take much more time to build and give you something to think about. There are always problems apart from where you keep them when they are finished. What should it be? I did consider some sure flyers like the Auster or Piper Cub, and even gathered some information on them. I was going through an old Aeromodeller plans handbook and out jumped Frank Bryant's plan of the PZL24. Frank was a bonza bloke, and could be seen every year at the veterans gathering in Muswellbrook flying his Butterfly RC models. His book, "There's Always Bloody Something" is a must read. Back to the PZL24, Frank's plan was 1/12 scale and used a Frog 150 for power, it looked a bit small for me so after borrowing the plan, I soon had it blown up to 1/8 scale, this brought it to 1321mm span, just a nice size.

For those of you who are now saying "what the hell is a PZL 24", here is a brief description. This plane was the very first all metal fighter ever produced. It was designed and built in Poland, and made its debut at the 1934 Paris air show. There were 143 built and were sold to Turkey, Bulgaria, Romania and Greece. Although built in fewer numbers than the PZL P11, the PZL 24 was for a period during the 1930's the fastest and most heavily armed single seat fighter in the world. Details of the PZL24 are. Span 10.570 m, Length 7.500 m, Hight 2.680 m, Top Speed 414 km/h, 900 hp Gnome -Rhone. Two 7.9 mm machine guns in front of the cockpit and two 20 mm cannons, mounted under the wings. The aircrafts big claim to fame and probably the only one, was on the first day of World War 2.

September 1st 1939 when Lt Wladek Gnys in his PZL P11 shot down 2 Dornier DO-17Es in the dawn skies over Poland, as the Germans launched their surprise attack on his country.

The plane appealed to me as it's a little different, sort of a high wing monoplane. The wings are gull shaped and come out of the top of the fuselage. The other bit I liked was that there were no rigging wires like my FE8 and Sopwith Swallow , which I find troublesome. Where does one find information on a Polish fighter plane? Once again a phone call to the specialist book shop in Parramatta along with sixty dollars (scale modelling is expensive) and I had all the information I would ever need. I was ready to go, but first I had to get some general repairs on a few other models out of the way to give me a clear work bench.

As far as I was concerned it wasn't going to be a straight forward build, the fuselage is near round back to the cockpit, then pear shape to the tail end. Looking at the wing shape along with the struts I could see that this was going to give me something to think about.

I started with the fuselage and have done it the old-fashioned way, that is, built in two halves (top & bottom) on a crutch, formers added then start planking. The two halves are joined together at a later stage. Not having ever done any serious planking I wasn't sure how to go about this, but soon got into the swing of it. With my other scale models suffering from under carriage damage, I decide to make this one spring back, this was easy to do and should take some heavy arrivals. The power at this stage was to be an MVVS 2.5 diesel with throttle. Being a radial engine plane there is plenty of room inside the cowl for engine, tank and timer. The cowl was spun by Matt



## WING SPAN | MAY - JUNE

Hannaford so at least this part of the model is perfect. The wings I have made knock off just outside of the struts. The plan being to have the entire gull shaped parts of the wing (which takes some getting your head around) and the struts being permanently fixed to the fuselage. The only parts removable from the fuselage will be the wings, outboard of the struts. Apart from the crazy gull parts the flying surfaces are a simple straight forward build.

Back to the model, being 1/8th scale the span comes out at 1320 mm so it's not a small model. As stated earlier, the power plant was to have been an MVVS 2.5 diesel with throttle. This should have been ideal, long shaft, front induction and plenty of weight where it was needed. On testing the engine I found it ran very nicely, plenty of power but throttling was a problem it would take forever to change from one setting to another. I was looking for three setting. 1. Enough power to take off and climb. 2. A cruise setting maintaining hight. 3. Low idle, which it would land on. The MVVS would not do this for me, so onto eBay it went and an Enya 15 RC was installed. Big changes had to take place in the engine room with the Enya being so much smaller. This was sorted out using a metal engine plate; which also enabled me to move it forward to help the CG with the lighter engine.

For the covering, I used a light weight laminating film on all the open structures, and the balsa areas were tissueed. The full size aircraft was all metal so I was looking for a shiny finish; it received a light coat of plastic primer, then one coat of two pack auto paint. The red trim is also two pack, making the model fuel proof to any fuel I want to feed it.

The dash board instruments have been reproduced from the book, they are as close as I could get them. The windscreen was moulded over a plug, and the trim added after. The Polish pilot I found wandering around the markets, I think he's Barbie's friend Kenski. He did complain to the manufactures about the cold, especially in the Polish skies, so later PZL aircraft were produced with a full cockpit. Inside the beautiful spun cowl there is plenty of room for tank, remote glow plug, timer with cables, and a tray to keep the bulk of the fuel off the timer (I hope).

As the PZL was sold to four countries, there are plenty of military colours to pick from. I have based my model on the exhibition one in Paris, so it has a simple colour scheme.

By Roy Summersby







# ECHUCA MOAMA MODEL AERO CLUB COME & TRY DAY 2024

Echuca Moama Model Aero Club conducted their Come and Try day on the 16<sup>th</sup> March 2024.

The student was then given a flight of a trainer using a buddy box with our chief instructor and where possible they were given a second flight as time permitted.

**Come And Try Day**  
**ECHUCA MOAMA MODEL AERO CLUB**

**Saturday 16th March**  
 10am - 4pm  
 Watson Rd, Kanyappela

**FLY A MODEL PLANE!**  
**ALL AGES WELCOME**

**BE QUICK TO REGISTER**



The MAAA provided some funding assistance to the club under the Club Assistance Scheme, and this was used to pay for facebook advertising and a booking system. It also allowed the club to give those who attended a complementary BBQ and refreshments.

We have had nothing but positive feedback and we have interest from several people wanting to become more involved which is encouraging.

I can recommend running a come try day to all clubs as they not only present opportunities to get new people involved, but it is also a great opportunity for existing members to showcase our sport.

The day was well supported with some 16 people given a taste of flying a model aircraft. The club wanted to give all those who attended a positive experience by firstly introducing them to the concept by spending time with them on one of the two club simulators available.

On the next page are some action pictures of the day!

Fred West - Secretary/Treasurer EMMAC.







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## 2024 FAI World Drone Racing Championship: Exciting return to China

Lausanne, Switzerland, 6 May 2024 – **The much-anticipated 2024 FAI World Drone Racing Championship is set to make an exciting return to China. This thrilling event is scheduled to take place in Hangzhou, over four days spanning from Thursday 31 October to Sunday 3 November 2024.**

The **world's primary Drone Racing competition** will once again witness the **sport's top pilots vying for the coveted title of World Champion** across the Overall Individual, Junior (under 18), Women and National Team categories. The event will also feature substantial prize money for the winners. The competition will unfold through **a series of thrilling heats**, as competitors navigate their drones at **speeds of up to 160 km/h** around a specially designed track, using a first-person view ('FPV') video headset.

The competition will be held in Hangzhou, at the state-of-the-art football stadium within the Shangcheng District Sports Centre. Situated in the eastern part of China at about 160 km from Shanghai, **Hangzhou has a proven track record of successfully organising large-scale events**, such as the Asian Games in 2023. The bid to host the competition has been awarded to the **Aero Sports Federation of China (ASFC)**. ASFC will be supported by the **National Sports Group**, known for their expertise and experience, to ensure a successful and memorable championship.

The President of the FAI Aeromodelling Commission (CIAM) Antonis Papadopoulos said: *"We're delighted to have one of aeromodelling's biggest events making its way back to China. We have no doubt that the Aero Sports Federation of China and the National Sports Group will be pulling out all the stops to deliver an incredible championship for both the fans and the participants."*

*"With its inclusive nature, Drone Racing provides equal opportunities for juniors, seniors, and women, ensuring that everyone can have a chance at winning the coveted title of World Champion. But in this sport, the stakes are high, and fortunes can change in the blink of an eye. Ultimately, it all comes down to the pilot's capacity to maintain peak concentration, leverage their skills, and draw upon their experience. That's what makes Drone Racing so exciting!"*

**Participants** - For each national team, a maximum of five competitors including at least one female will be permitted to participate in the competition. Additionally, wild cards will be awarded to the following pilots if they are not selected in their national team:

- The reigning 2023 overall World Champion MinChan Kim of Korea and Junior World Champion MinJae Kim, also of Korea.
- The 16 best placed competitors in the CIAM Drone Racing World Cup ranking based on the contests held during the 12 months period from 1st August 2023 up to 31 July 2024.
- The Winners of any CIAM Drone Racing World Cup contests held during this 12-month period in which at least 40 competitors flew.
- To individual competitors from China as the host country.

**About Drone Racing and the World Championships** - The 2024 FAI World Drone Racing Championship will signify the fourth instalment of the event. The inaugural two editions were hosted in China: Shenzhen in 2018 and Ningbo in 2019. These were followed by the third 2023 championship in Namwon, Korea. Drone racing is an exhilarating, high-speed sport that challenges pilots to outmanoeuvre opponents on specially constructed tracks featuring obstacles.

Find out more - [2024 FAI WORLD DRONE RACING CHAMPIONSHIP](#)





# THE AUSTRALIAN 2024 FAI DRONE TEAM SELECTIONS

On Saturday, May 11th, the Australian 2024 FAI Team Selection event took place at GMAC (Greensborough Model Aircraft Club), which is also the base for MMRC. This gathering saw the participation of 14 top pilots from Queensland, New South Wales, Australian Capital Territory, Western Australia, and Victoria, showcasing the nation's finest talent.

Thomas Bitmatta, the reigning Australian National Champion and the top qualifier for the 2024 event, took on the task of designing the track for the pilots upon his return from MultiGP Sharjah Drone Racing Championships, UAE. Based on the key points from the previous three FAI Grand Finals, the course provided the perfect proving ground to find the best pilots in Australia for the job (a difficult feat considering the high level of pilots we had at the event).

The day kicked off with each group of pilots completing 8 qualifying runs. Their three fastest Consecutive Laps determined their seeding, with the top six advancing to the finals for both Open and Junior positions in the team. Throughout the event, all pilots showcased remarkable sportsmanship. In the open division, the final six pilots were IQ0, Wilf, Ironoid, Heepsy, Dimsim, and DaveyFPV.

As Wilf stood as the only Junior in the Top 6 and as such secured his position as the Junior representative on the team, leaving the other five pilots to battle for the remaining two positions in the open division. Following the format requiring two wins, Gabriel Barrasso (IQ0) clinched the first two victories, solidifying his spot on the team. Subsequently, Mason Grunsell (Dimsim) secured the next two consecutive wins, earning his position on the team as well.

The Female position had Dianna Bartlam (SuperDizzyDi) and Ruby Congdon (AeroplaneJelly), with both pilots extremely closely matched. Ruby took the first win, followed by Dianna taking the second with the third race being the decider. Ruby who is an Army Cadet managed to take the last race securing her position on the FAI Team.

It was absolutely amazing to see 14 of Australia's best pilots battle it out in Victoria! So the 2024 FAI team representing Australia in Hangzhou, Zhejiang Province China on Thursday 31st October to Sunday 3rd November 2024 will be:

Thomas Bitmatta (BMSThomas)  
Gabriel Barrasso (IQ0)  
Wilfred Harvey (Wilf) - Junior  
Mason Grunsell (Dimsim)  
Ruby Congdon (AeroplaneJelly) - Female



The 2024 FAI Team



## WING SPAN | MAY - JUNE

In closing, there are several individuals who deserve heartfelt thanks for the success of this event. Firstly, Zakariah (AUFPV Association President) for taking the time to fly down from Townsville to not only show his support, but also help construct the Track!. Ken Peart for managing scoring and timing,

meticulously reviewing every pilot's personal best time to ensure course was flown accurately. Timothy Crofts, Australia's FPV LiveStreaming ninja, collaborated with Ken to deliver a polished and engaging stream. Amy (Dan Vogel's partner) and Pete (Davey's Dad) graciously managed the BBQ, ensuring pilots and their supporters were well-fed throughout the event. Additionally, the president of EastSide FPV (Samuel Evans) supplied track elements to complement MMRC's Flags and Gates.

Lastly, a huge thank you to Graeme Dyer President of GMAC and Greensborough Model Aircraft Club, Victoria's 2nd largest RC Club for not only all aspects of RC, but their unwavering support of FPV Drone Racing since 2016 and the MAAA for always supporting the FAI Drone Racing Team.

Paul Bitmatta  
2024 FAI Team Manager



Goggles on and RACING



Racing Pilots



Our two female competitors



Watching the action on the live stream



All of our competitors in the team selections





## SYDNEY LOWDOWN – SYDNEY RADIO CONTROL SOCIETY

By Joey Tavora - NSW IMAC Co-ordinator

IMAC regulars, veterans and even a couple of rookies, which made for a great set of ingredients in a memorable competition.

For those unfamiliar, International Miniature Aerobatics Competition (IMAC) is a form of RC aerobatics competition where the rules are largely based on the International Aerobatics Competition, which involves full-sized aircraft. As a requirement of IMAC, you must compete with a model that is a scale replica of a real aerobatic competition aircraft (there is more to these rules available on the IMAC website for those interested). Beautiful replicas of famous full size aerobatic aircraft including Leo Loudenslager Lasers, Extra 260s, Yak 54s and many more legendary shapes were seen at the SRCS field. Given the semi-scale nature of the aircraft, good setup, trimming and thrust line adjustment is essential to help achieve good precision aerobatic flying.

IMAC is actually much more of a team sport than you may initially perceive from a quick glance. This team sport involves the caller and the flier working together. The caller's (not linked to the pilot officially) role is to coach, encourage, focus and guide their competitor through their sequences in the competition. Calling involves understanding of the sport and the IMAC rulebook, confidently reading Aresti (the symbols used to visually represent the aerobatic sequence) and knowing how to support your mate to fly their best. It is important to have many people willing to call for you. I am personally very lucky to have a

great range of callers, from my best friend David and my partner Danielle (Danielle is quite proud of the humour she injects into the calling, often suggesting interesting manoeuvres to be added to the sequence including the "caterpillar crawl" and "death spiral").



The way the IMAC competition works is that competitors have both a known and unknown sequence. The known sequence is valid for the entire year and is completed at all International IMAC events. Each competition also features an unknown sequence, which is selected from a pool for that specific competition. Both sequences progress in difficulty as you go up the classes. In Basic, the focus is on your lines and involves some looping manoeuvres, single and half rolls and a spin. In Sportsman, the cross box is introduced, as well as fractional rolls





and positive snaps. Intermediate adds single rolling turns and negative snaps. Finally in Unlimited, you will find many additional fractional snaps and complex rolling manoeuvres, and fun things like a 2/8 point roll, followed by an opposite direction 1 and a 1/4 roll integrated into a loop- if you haven't yet, you'll have to see it sometime. The unknown is where the real challenge is. You must fly a totally new sequence, completely trusting your caller and their guidance/coaching to get through ten often entirely new combinations of



manoeuvres.

Round one began right on the dot of 9am on Saturday starting with the Basic class. It was great to see Brad Duncan

return for his second competition flying a new and improved aircraft. A highlight was to see my friend Mike Close competing in his first ever IMAC competition, I am even pleased to report that I caught him cheating (also known as practicing) multiple times in the lead up to the event!

The round was running smoothly until drama struck for my good friend and competitor Andy McMillan (a young prodigy of the sport, current intermediate Australian champion and one of the most helpful and friendly young fliers around) who suffered a dead-stick midway through his first sequence. As could be expected of someone of his talents, he perfectly and calmly judged his landing so the model was only a couple of steps away at the end of the rollout. He could continue his second sequence, but unfortunately the first sequence was finished.

The rest of the round went smoothly, finishing with Adam Goulding showing everyone what an Unlimited sequence should look like. The rest of the Saturday was unfortunately all about making the most of the small gaps in the weather. We fortunately managed to get through almost an entire second round of double sequences and given how awful the forecast was we certainly had nothing to complain about. Danielle took charge during the rain delays to co-ordinate a few very competitive games of Uno.



## WING SPAN | MAY - JUNE

Everyone was ready to compete come Sunday morning (and the weather ready too), with Advanced and Unlimited competitors waiting to fly their second double sequence round and the unknowns still to come. Great competitive flying happened in Basic between Brad Duncan and Jason Starkey. Sportsman was a continuation of the epic rivalry between Heath Macdonald and Ben Burrell. In Advanced I was so excited to get to fly against my good mate Andy again.



Unknowns were a wild ride. I don't think I have seen so many people so pumped up and smiling after an unknown. Watching Stephen Green, David Kennedy and Jon Liang walking back from the flight line absolutely pumped with how it went was a real buzz. The unknown is the real challenge of the weekend and I know how good that feeling is when you know you have given it your best go, a feeling I certainly did not enjoy that day!

Time for the Presentation, I really enjoy this part of the weekend - I especially enjoy the chance to thank everyone who makes these competitions possible. From the welcoming club and local members, entrants that gave up their time in the lead up to the event to prepare the grounds and to those who chipped in throughout the weekend either by running the BBQ or helping run the flight line.



### Results:

#### *Basic*

- 1st Jason Starkey
- 2nd Brad Duncan
- 3rd Bruce Hoffmann
- 4th Mike Close

#### *Sportsman*

- 1st Benjamin Burrell
- 2nd Heath Macdonald
- 3rd John Manwaring
- 4th Jonathan Laing
- 5th Adam Pogue
- 6th David Kennedy
- 7th Stephen Green

#### *Intermediate*

- 1st Michael Hobson
- 2nd Jon York
- 3rd Norm Frazer

#### *Advanced*

- 1st Joey Tavora
- 2nd Andy McMillan

#### *Unlimited*

- 1st Adam Goulding



Finally a big shout out to the Sydney Radio Control Society club, their President Mike Close and all their members for hosting the event at their fantastic field. Event like this don't happen without the assistance of many people, thanks to everyone who helped, competed or just came along to watch.

Joey Tavora  
NSW IMAC Co-Ordinator

# THE NEW MAAA MEMBER MANAGEMENT SYSTEM

Revolutionising Aeromodelling: MAAA's Strategic Adoption of Member Jungle

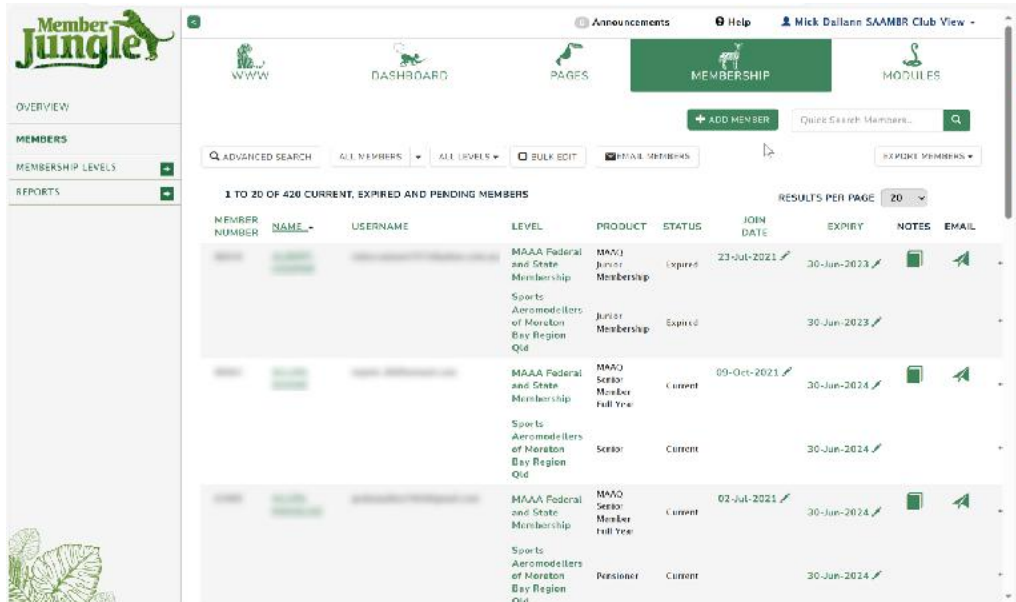
The MAAA is leading a significant transformation within the aeromodelling with the adoption of Member Jungle, a robust membership management system designed to streamline administrative operations and boost member engagement. This strategic rollout is set to change the way the MAAA itself, the Federal and State Registrars, our state associations and local clubs, manage their memberships and activities.

clubs, one from each state (already nominated), will use the new system in parallel with the existing system.

These clubs will process all membership information, including renewals, new memberships, and wings, on Member Jungle in parallel with the existing MAAA database. This parallel operation ensures that any adjustments can be made without disrupting the broader community, maintaining security and confidence in the new system.

Only the data for these pilot clubs/members will be migrated initially. The existing MAAA member database will remain the primary source of truth until the full implementation is complete, which includes all clubs being onboarded and all data migrated. The complete transition to Member Jungle, where it becomes the new source of truth for membership information, will occur after thorough validation and when the organisation is confident in moving forward.

The pilot clubs will serve as power users and resource centres in each state, aiding in the onboarding and support of the complete rollout. The parallel rollout strategy provides security as we develop our understanding of the new system.



Membership Overview Screen

Member Jungle is essentially ready for deployment, with the key remaining element being the readiness of our users, particularly the State Registrars who will play a crucial role in driving the system. Onboarding and training for State Registrars is currently underway to ensure they are well-acquainted with the system and to fine-tune the business processes required to support this new platform. This initial implementation will commence with a staged go-live from Monday, 3 June. In this initial stage, pilot

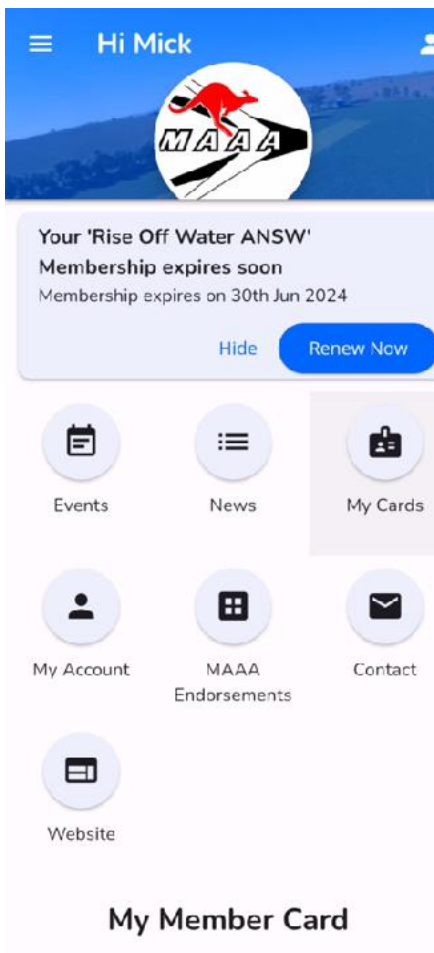
Full implementation is flexible but ideally would occur during a quieter period later in the year. For the broader membership, it's crucial to communicate that there will be no change in how their memberships are processed in the 2024/25 cycle. While the system boasts extended functionalities, the focus during the initial go-live will strictly be on system replacement.



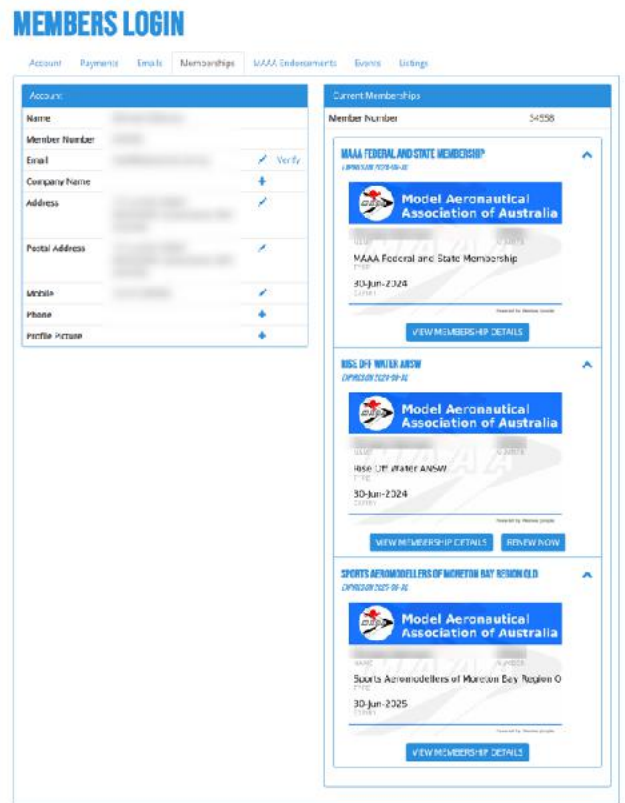
**Phase One:** System Replacement and Enhancing Registrar Productivity - The initial phase of the Member Jungle focuses on replacing the existing backend system and empowering federal and state registrars. Registrars at all levels—club, state, and federal—will begin using Member Jungle for all membership processing tasks. This foundational stage will equip registrars with advanced tools to improve their productivity and streamline membership management processes. By establishing a solid operational base at the federal and state levels, the MAAA ensures that the core administrative bodies are proficient in utilising the system before broader implementation.

**Phase Two:** Club-Level Implementation - As the system proves effective at higher levels, the rollout will extend to local clubs. This phase aims to help clubs manage their members more efficiently. Clubs will benefit from simplified registration and renewal processes, easy event management, and better financial oversight, all facilitated through Member Jungle’s comprehensive platform.

**Phase Three:** Direct Member Engagement - The final phase of the rollout will bring Member Jungle directly to grassroots members. This includes introducing electronic membership cards and fully activating the MAAA app, which will deliver timely notifications and updates to members’ smartphones. These features are designed to enhance the direct interaction between



View 1 of what the member will see on the MyMAAA Mobile App



View 2 of what the member will see on the MyMAAA Mobile App





the MAAA and its members, promoting a more engaged and informed community.

Comprehensive Features for All Levels. Member Jungle provides several key features that will transform member management within the aeromodelling community:

- Centralised Member Management: Streamlines the process of member tracking and record-keeping, making it easier to manage member information accurately.
- Streamlined Event Management: Facilitates the organisation of events with tools for managing registrations, payments, and participant communications.
- Enhanced Communication Tools: Integrated communication tools ensure members are always informed about club activities and important updates.
- Financial Management: Simplifies the handling of subscriptions and other financial transactions, providing transparency and improving financial planning.
- Mobile Connectivity: The mobile app enhances interaction with the community, providing members with the

convenience of accessing information and managing their details on the go.

By adopting Member Jungle, the MAAA not only aims to reduce the administrative burden on club officials but also enhance the overall experience for members. This phased approach ensures that each segment of the community is adequately prepared to utilise the system effectively, minimising disruption and maximising the benefits of the new system.

The MAAA's initiative to integrate Member Jungle marks a significant advancement in administrative excellence and member satisfaction. It is a clear demonstration of the association's commitment to leveraging technology to support its members and clubs better. As the aeromodelling community embraces these changes, it is set to enjoy greater cohesion and efficiency, propelling this exciting sport to new heights.

What to know more reach out to your state associations Registrar or Directly to Dave Lewis the MAAA Federal Registrar.

"I am Excited for what the future holds for this feature rich product. Initially, it will enable Clubs to have a greater ability to manage their memberships & renewals efficiently. In the future Bulk and automated Emails, Websites, Collections, Messaging and much more will be available as it is progressively rolled out.."

*Dave Lewis*

Federal Registrar





# CLUB PROFILE: BAIRNSDALE AND DISTRICT MODEL AERO CLUB (BADMAC)

The Bairnsdale and District Model Aero Club (BADMAC) is one of four state fields in Victoria. It is located about a 15 minute drive from Bairnsdale in East Gippsland, which is about a three hour drive from Melbourne. The address is 1125 Bengworden Road, Goon Nure. We are listed on Google maps for easy navigation. The official opening of the new site was on the 8th of March 2015 after the MAAA purchased the 116 acres from the neighbouring farmer. A driveway and parking area were installed. The clubrooms, container and portable office were transferred from the old site located at the Bairnsdale Landfill site. A new shed was constructed to house the machinery, and a bore was installed to supply water to the newly dug dam. We are fully self-sufficient with no external services available on our site.

Over the past ten years we have continually improved the facility to make it what it is today. We have a projects list for future improvements or purchases that we keep plugging away at. Fundraising, grants, sausage sizzles, and raffles are our main sources of income to fund the improvements.

The most important part of any aero club is the strip. In 2020 we moved our boundary fences out to increase the strip length from 200m to 300m. We now have a 300m x 30m strip which has been manicured to a point that any aircraft can take off from it. This has opened our field up to Special Interest Groups that require a longer strip. We are now the only club outside an airport on the VJAA calendar. We recently installed an automatic irrigation system that pumps directly from the bore and feeds the 12 pop up sprinklers along each side of the strip. A three phase generator powers the system. This has drought proofed our club into the future. It has also removed the labour intensive job of installing and removing our previous sprinkler setup.

Comfort of our members and visitors is catered for by the 36m pits shelter. You can back up to the shelter with a trailer or car and have instant protection from the elements. A shelter extension is the next project on our list. We are going to extend the shelter by 12m each end. Within the shelter we have a 12v charging station powered by solar panels and a battery bank. LED lighting also assists those camping in their trailers or cars at the shelter.

The camping area has ample room for caravans. We have a communal fire pit for evening discussions.

The clubrooms and shed have a 12v and 24v solar system that provides 12v and 240v power via an inverter 24/7. There is a secondary 12v charging station outside the shed. We have a full size fridge/freezer running all the time. During events we run the generator which supplies enough power to run a second fridge, deep fryers, bain mare and a hot water urn.

We have a disabled shower which includes a toilet along and a newly built second shower. The hot water is provided by an instant gas hot water unit via a 240v demand water pump. There are also two separate toilets. Gas barbecues are available for campers.

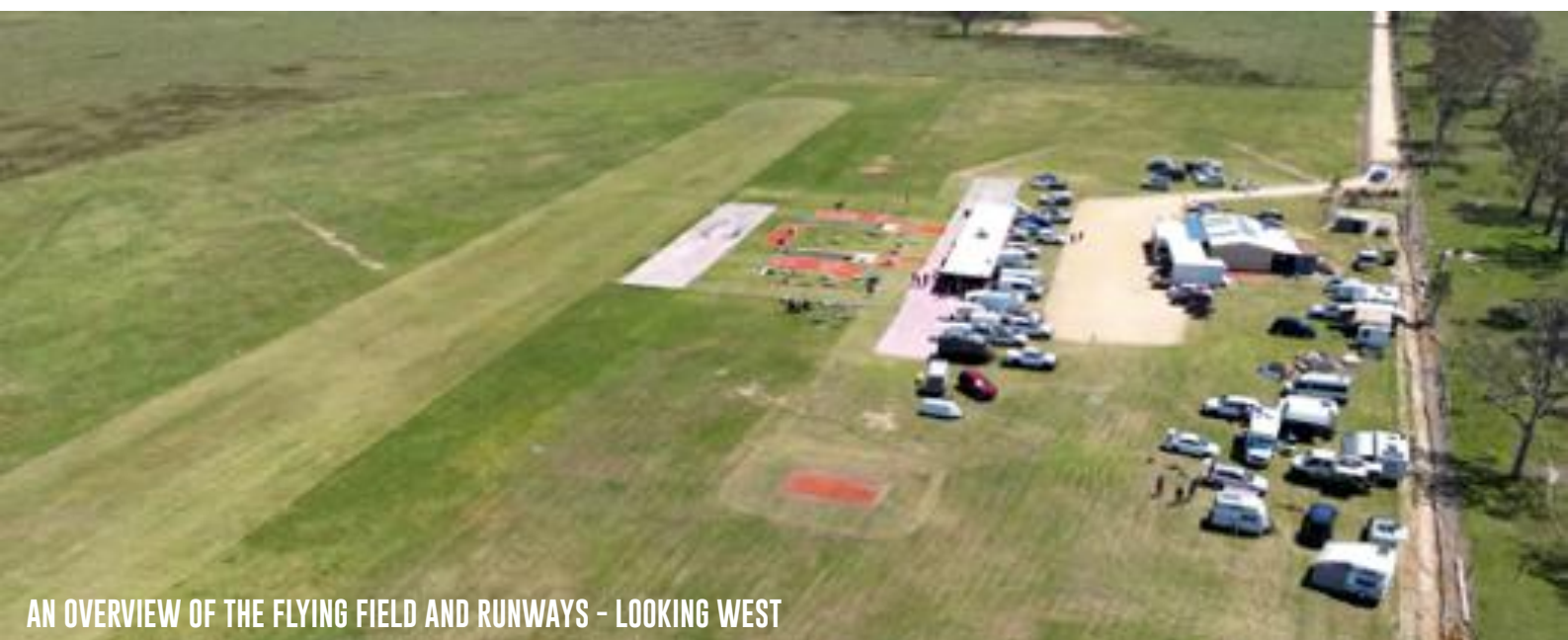
Follow us on Facebook and come along to one of our many events.

Tony Wilson  
Secretary  
Bairnsdale and District Model Aero Club Inc.  
0402 893 537  
secretary@badmac.org.au





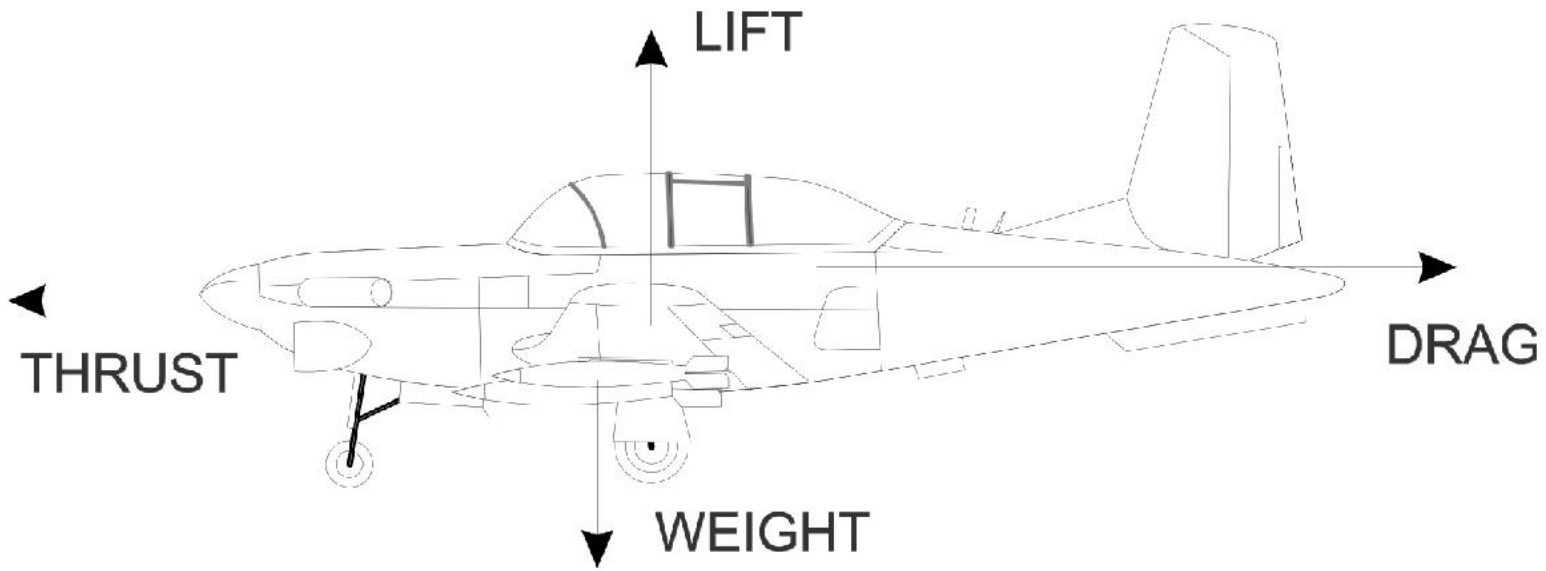
THE PITS - LOTS OF ROOM AND SHELTER



AN OVERVIEW OF THE FLYING FIELD AND RUNWAYS - LOOKING WEST



THE CLUBROOMS AND KITCHEN



# BASIC AERODYNAMICS – ALL YOU NEED TO KNOW

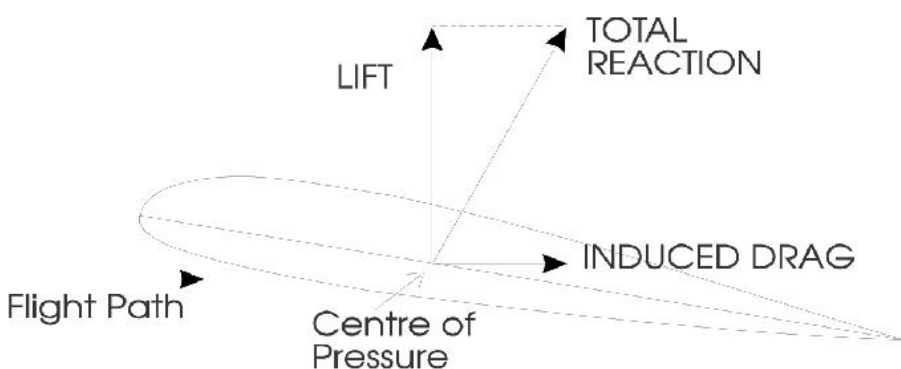
Amongst the feedback from readers has been the want for more technical content and information within WINGSPAN, so borrowing heavily from internal MAAA expertise, knowledge and wisdom the editorial team will be -re-creating some articles of interest each month. To kick off these articles are some from various sources, instructor courses and ..... On basic aerodynamics.

## LIFT

So, what is LIFT anyway?

result of the aeroplane moving through the air in order to produce the upward force.

As a wing or aerofoil moves through the air there is a decrease in Static Pressure over the curved surface. If the aerofoil is equally curved on either side ie. symmetrical or zero camber, the static pressure will be reduced equally on the upper and lower surfaces, providing the angle of attack is zero. The reduced static pressure on the upper surface tends to pull the aerofoil upwards, while that on the lower surface has the opposite effect. If the aerofoil is cambered ie. unsymmetrical, the pressure distribution around the aerofoil will not be uniform, even at zero angle of attack.



LIFT is by definition the component of the TOTAL REACTION, which acts at right angles to the relative airflow (flight path), and in the normal plane of the aircraft.

For anybody to remain suspended, or in equilibrium in a fluid, a vertically-upwards force must be produced by the body to overcome the force of gravity. In the case of an aeroplane, the upward force is produced by the wings. This is produced as a

A balance between upper and lower surface pressure will occur at a negative angle of attack. As the angle of attack is increased, the pressure on the upper surface becomes more negative, and that on the lower surface becomes less negative. Thus the resultant upward force becomes larger as the angle of attack increases. This resultant force is known as the total reaction.

At low angles of attack, the lift force arises from the difference between the static pressure reductions on the upper and lower surfaces. At higher angles of attack, the average static pressure on the lower surface can increase slightly (above the ambient static pressure) as the areas of positive static pressure at the leading and trailing edges move onto the lower surface. Thus at high angles of attack, the lift force arises from the decreased static pressure on the upper surface, and the increased static pressure on the lower surface.



At angles of attack of approximately 15 degrees (depending on the shape of the aerofoil), the static pressure reduction on the upper surface suddenly collapses, and the lift force is drastically reduced. However some lift does remain, due almost entirely to the increased static pressure on the lower surface. The angle of attack at which this occurs is known as the stalling angle. For the same aerofoil the stall angle will always be the same.

The point on the chord line of an aerofoil where the lift force acts, is known as the centre of pressure. This point moves from a position about midway back along the chord line, at low angles of attack, to a position at about 25% of the chord back from the leading edge, just before the stall then moves back suddenly as the aerofoil stalls.

The greater the camber the greater the movement of the centre of pressure. The camber also determines the angle of attack for zero lift i.e. the higher the camber, the more negative the angle of attack for zero lift.

The lift force depends for its magnitude on such factors as: -

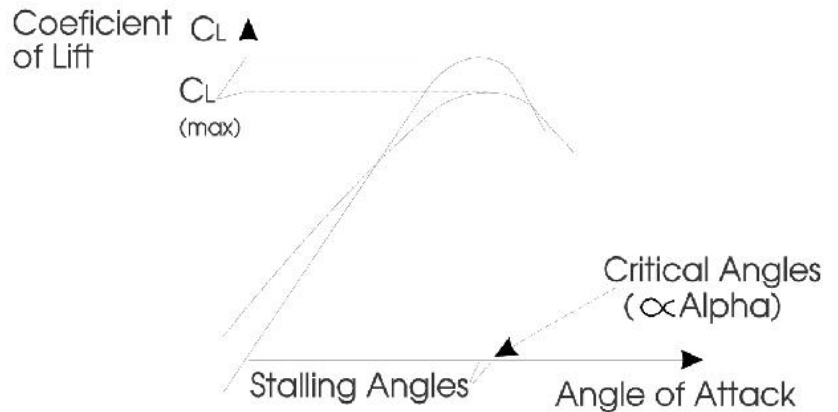
1. The relative velocity of the wing – high velocities will produce larger lift forces.
2. The air density – high densities will produce large lift forces.
3. The plan area of the wing – large wing areas will produce large lift forces
4. The angle of attack – an increase of angle of attack increases the lift up to the stalling angle.
5. The Shape of the aerofoil – high camber will produce large lift forces
6. The plan form of the wing – the longer the span in relation to the chord, the more lift the wing will produce, for the same angle of attack
7. Surface smoothness of the aerofoil – rough surfaces will tilt the total reaction more to the rear and thus produce less lift.

The relation between the lift force and these factors can be stated mathematically as:

$$\text{Lift} = \text{Lift Coefficient} \times \text{Dynamic Pressure} \times \text{Area}$$

Where Lift coefficient is a number that takes into account factors 4, 5, 6, & 7 above and Dynamic Pressure =  $\frac{1}{2} \times \text{Density}(\rho) \times \text{Velocity}(V)^2$  Wing Area = S

$$L = C_L \times \frac{1}{2} \times \rho \times V^2 \times S$$



The Value of the lift coefficient, for different angles of attack, is determined by wind tunnel tests. The lift coefficient increases proportionally, from zero up to the value corresponding to an angle of attack of about 120. Between this and the stalling angle, increases in angle of attack produce progressively smaller increases in lift coefficient. Any increases in the angle of attack beyond the stalling angle, produces a decrease in lift coefficient. You can see that the Coefficient of Lift and the Angle of Attack are related, and that this relationship is important as it shows how the lift is continually changing throughout the flight.

As previously indicated non-symmetrical airfoils will have a positive CL at 00 Angle of Attack. The angle at which the maximum CL occurs is given a name, and is a very important value, It is called the CRITICAL ANGLE, and when it is reached, the aerofoil (or aircraft) is said to stall (or be stalled).

The maximum lift coefficient is an extremely important characteristic of an aerofoil as it will determine the slowest speed at which an aeroplane can fly. The higher the lift coefficient the lower the minimum speed, and the slower the aeroplane's speed on landing.

## DRAG.

So, what is DRAG?

The Component of the total reaction acting parallel to the relative airflow, is known as the total drag force drag and it can be divided into several forces, each being caused by a separate factor.

The total drag force is divided into induced drag and parasite drag. Induced drag results from the production of lift.

*Parasite Drag* - This can itself be divided into cooling drag, interference drag, and profile drag.

*Cooling Drag* – Produced by the resistance to air flow through radiators used for oil cooling, or by the resistance to air flow through the baffles around the air-cooled cylinders.

*Interference Drag* – Caused by the interaction of the air flow around the wings and around the fuselage.

*Profile Drag* – Caused by the viscosity of the air and is the sum of the skin friction and form drag.

*Skin Friction drag* - The result of the viscosity of the air. The stickiness of the air slows down a thin layer of air particles next to the surface of the aerofoil. This layer is known as the boundary layer.

*Form drag* - The viscosity of the air also causes the pressure distribution on a body in an airflow to be out-of-balance. i.e. the pressure at the front of the body will be higher than that at the rear. Thus, a resultant force is produced in the direction of the relative airflow. This is the creation of turbulence downstream of the body. The amount of turbulence being dependent of the shape of the body. The characteristic aerofoil shape produces the least drag, and the thinner the section the less will be the form drag for the same frontal area,

Profile Drag is the sum of the skin friction drag and the form drag. When the aerofoil is at low angles of attack, the profile drag is predominantly skin friction. At high angles of attack,

profile drag is predominantly form drag. The profile drag of an aerofoil will be low at low speeds, and high at high speeds. As the angle of attack of the aerofoil increases towards the stalling angle, the profile drag increases rapidly. This is caused by a rapid increase in the form drag as the turbulent or separation wake behind the aerofoil increases in size.

### Induced Drag

When a wing produces lift, the air flow downstream of the wing is deflected downwards. This is known as downwash. The production of downwash tilts the total reaction rearwards. The production of lift also results in a difference in the static pressure between the upper and lower surfaces of the wing. The air will flow from the higher static pressure on the lower surface around the tip, to the lower static pressure on the upper surface. The flow around the wing tip, and the forward velocity, together form a vortex at either wing tip creating drag. The larger the lift force produced by a wing, the higher will be the induced drag, and stronger will be the wing tip vortices. Vortices actually extend across most of the trailing edge but is strongest at the wing tip.

The induced drag is reduced when the wingspan is increased, for the same chord. The longer the span, the less downwash is induced, and the smaller will be the wing tip vortices and the induced drag. When the aeroplane's speed is high, the wing will be at a low angle of attack, and vice versa. That is, a low lift coefficient and a high velocity, produce the same lift as a high lift coefficient and a low velocity. Therefore when an aeroplane is flying (straight and level) at slow speed, the lift coefficient (angle of attack) will be high, and the induced drag will be high. As speed is increased and the angle of attack reduced, the induced drag will decrease.

### Total Drag

Total Drag is the sum of the induced drag and the profile drag and cooling and interference drag. The total drag depends for its magnitude on the same factors that influence the lift force.

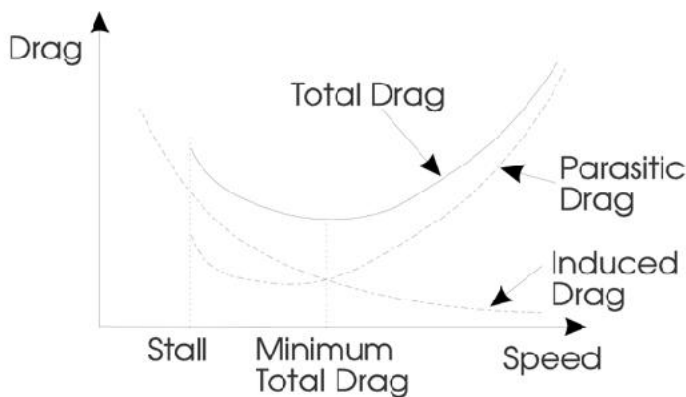
1. The relative velocity of the wing – high velocities produce larger drag forces. However, because of the influence of induced drag which increases as speed decreases, then low velocities will also produce large drag forces.



2. The air density – high densities produce high dynamic pressures, and therefore large drag forces.
3. The plane area of the wing – Large areas will produce increased friction
4. The angle of attack – an increase in the angle of attack will increase the form drag and also increase the induced drag.
5. The shape of the aerofoil – increased camber will increase both the skin-friction and form drag, while an increased fineness ratio will decrease the form drag and increase skin-friction.
6. The plan form of the wing – increased span in relation to the chord will reduce the induced drag and thus reduce the drag force.
7. Surface smoothness of the wing – rough surface will produce more skin-friction drag and thus increase the drag force.

So basically, DRAG consists of two main parts as represented in the diagram.

The INDUCED DRAG that is a direct result of the lift making



process and increases exponentially with the decrease of speed as the angle of attack increases. The PARASITE DRAG which comes from the passage of the whole aircraft through the air. Notice how it increases at low speed as a result of the form drag increasing with the increase of angle of attack and the increases exponentially with the increase of speed as a result of the other parts making up the parasite drag.

The TOTAL DRAG is the sum of both of these, and like the LIFT, its point of application on the aircraft varies throughout the flight. Thus, we need to understand these changes to be able to predict the behaviour of the aircraft as it reaches different performance stages.

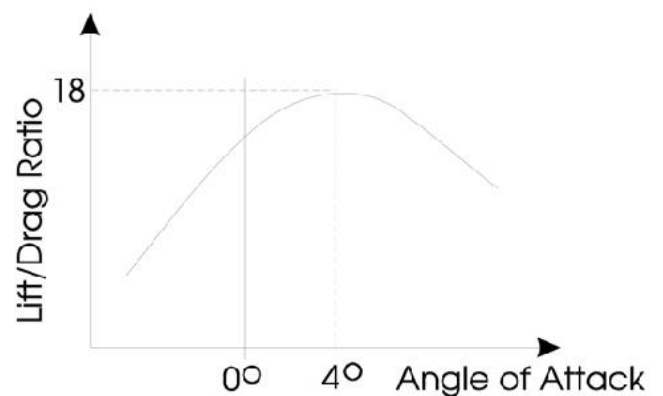
Anyway, the point is that if we combine the graphs by adding the two drag values together, we get a graph for the total drag, which at first decreases to a minimum and then increases rapidly. This leads to a very interesting phase of flight; where the slower the aircraft flies, the greater the power needed to maintain height. That is, unless the aircraft either stalls, or you run out of control effectiveness. This effect of needing more power to fly slower is commonly referred to as being on 'the wrong side of the power curve'. It sometimes occurs when an underpowered aircraft, or one with a poorly performing engine, is lifted off too early on take-off. The normal result is that the aircraft either yaws, rolls or both, and crashes to the cries of "interference!!!" from the pilot who has not recognised the problem.

The minimum total drag occurs at a speed where the induced drag is equal to the parasite drag.

### Lift/Drag Ratio

The ratio of the lift to the drag of an aerofoil is a measure of the efficiency of that aerofoil in producing lift. Also, the value of the maximum lift/drag ratio for a particular aeroplane will determine the minimum gliding angle i.e. the maximum gliding distance for that aeroplane.

An aeroplane will always have the same maximum lift/drag ratio, regardless of its speed or angle of attack.



The maximum ratio will always occur at the same angle of attack. In the example shown it occurs at an angle of 40. The angle of attack corresponding to maximum lift/drag ratio, will also be the angle of attack for minimum drag. This is also a prime factor in determining maximum range.

## THRUST

THRUST is the forward-acting propulsive force, which balances drag in straight and level flight, provides acceleration, and enables the aeroplane to climb. Thrust is obtained by accelerating a mass of air backwards. The equal and opposite reaction to this acceleration is the thrust.

When a propeller is rotated to accelerate the air backwards, drag is created on the propeller blades. The drag on the blades produces a torque ie. a couple, which opposes the rotation of the propeller. The engine must balance this torque. Alternatively, the propeller converts the torque of the engine into the thrust force. The thrust acts along the axis of the propeller (within reason) and this may be offset from the longitudinal axis of the aircraft by using down thrust and/or side thrust. Knowledge of the variation of thrust with airspeed is useful, as is an understanding of the conversion of engine power into thrust.

## WEIGHT

WEIGHT this is the mass of the aircraft multiplied by the acceleration of gravity. Weight always acts vertically down.

So, what does it all mean?

All things being considered LIFT is directly related to the angle of attack. Then the angle of attack and the airspeed are of greatest importance to the R/C pilot. Because the angle of attack is controlled by the elevator and the velocity by the throttle, when

in level flight. These are two controls readily available to the pilot to vary the flight path of the model.

The simple rule to help our understanding of this overarching theory is:

### POWER plus ATTITUDE gives PERFORMANCE

Or in other words

### THROTTLE + ELEVATOR gives CONTROL OF PERFORMANCE

If an aeroplane is to be in equilibrium in steady straight and level flight, then the forces must all balance and no resultant moment must act on it. In steady, straight and level flight, the four forces act at the following points and in the following manner.

1. The Lift acts at right angles to the direction of flight through the centre of pressure. It varies continuously during flight and as previously mentioned the Coefficient of Lift and the Angle of Attack are related. This being central to our whole understanding of the subject of how an aircraft flies.
2. The weight of the aeroplane acts vertically downwards through the centre of gravity. It remains fixed (except for fuel burn)
3. The thrust of the propeller acts approximately parallel to the direction of flight. It will vary continuously throughout the flight (unless you are one of those fliers who haven't yet realised that the throttle can be moved in flight.
4. The drag acts in a direction opposite to the direction of flight from a point, which varies its position with changes in attitude of the aeroplane. It varies continuously during flight, so we need to understand these changes to be able to predict the behaviour of the aircraft as it reaches different performance stages.

# SAFETY MATTERS



Don't go VRRRRROOM  
without a range check first!







# WESTERN AUSTRALIA'S – TARMAC PHANTOM EVENT

(TARMAC – Thornlie And Regions Model Aircraft Club)

TARMAC PHANTOM TROPHY

**OVERVIEW** - In early 2023, as Competition Secretary for Control-line, I was asked if we could reintroduce Phantom Racing as the club had previously run a couple of events to the SAM rules a few years ago. Several members of both the Free-flight and Radio Control groups expressed a wish for this Control-line event.

Having been involved with the running of both previous events I could see that there were some problems in running this type of event to the SAM rules as Western Australia have such a small number of active control-line flyers.

I therefore created a new event with a new set of rules which would result in a fun and relaxed atmosphere where neither speed or pilot skills is a factor.

Basically the event gives each entrant 3 (three) flights and the fastest flight becomes the "Benchmark" for the 2 (two) remaining flights. The second fastest flight is then graded as a percentage of the Benchmark and places are awarded on those percentages. In the event of a tie the third flight percentage is used as a tie-breaker.

Therefore the consistency of each flight is the aim rather than speed or pilot skills. The inaugural event in 2023 proved to be a winner and exceeded my expectations with 15 entries from all three categories (F/F, C/L & R/C)

Yesterday 4<sup>th</sup> May 2024 we ran another event as Round 1 of a 2 (Two) round competition with round 2 scheduled for July 27<sup>th</sup>. We had 9 entries for Round 1 but expect more for Round 2.

Norm Kirton.

The purpose of this event is to create a nostalgic flying competition for the very popular (in their era) Phantom control line models designed and kitted by the Keil Kraft kit company in the UK. This was designed as a basic, but attractive control-line trainer and they introduced many a young boy to the joys of control-line flying.

Previously a couple of competitions have been held in Western Australia by the TARMAC club using the rules from the SAM (Society of Antique Modellers) but, although that may suit this larger organisation, having so many classes based on engine specifics proved to be too cumbersome as often there was only one entrant per class and timing difficult as well as keeping track. Recently, requests have been received to, again, run such an event.

Therefore, these rules have been created to retain the general principles of the SAM event but with a more level playing field and a less stressful event for organisers and competitors alike.

The model must be a full-size Phantom MK 1 or MK 2 as kitted by Keil Kraft. Plans are available by emailing [normk@inet.net.au](mailto:normk@inet.net.au) or from other online websites such as Outer-zone. You are expected to build your Phantom within the spirit of the event. This means retaining the dihedral, external leadouts and 45mm (1¾") spinner. If you are unable to source a spinner then the 45mm nose ring must still be used. Either open or bubble canopy versions may be used in accordance with the plans. Wheels are to be of 2" (50.8mm) diameter as per plans.



## WING SPAN | MAY - JUNE

### ENGINES

The maximum capacity of any engine must be 2cc and both Diesel and Glow-plug types are allowed. NOTE; Although the SAM rules dictate diesels only, due to the scarcity of diesels of 2cc or less we have agreed that Glow-plug engines will have no advantage over diesels with these rules.

Engines are to be started by hand and there are no restrictions on propellers or fuel as long as the fuel does not contain any ingredient banned by the MAAA. (ie NO Nitro benzene, Dioxan or Tetra Nitro methane)

### LINES

The control-lines are to be either 10.66 metres (35') or 12.80 metres (42') measured from the centreline of the handle to the centreline of the model. Lines will be inspected by the Contest Director before each flight and may include a pull test.

### FLIGHTS

Each Contestant will complete three (3) flights of, 12 laps if using 35' lines or 10 laps if using 42' lines, from a standing start with the stopwatch being started when the assistant releases the model and stopped as it passes the takeoff position on the final lap. Two (2) attempts will be allowed per flight. Each Contestant will have 3 minutes to enter the circle, start the engine and take off. The flights may, but do not need to be consecutive.

The competitor's fastest timed flight will be recorded as their "BENCHMARK" flight and their next fastest flight will have its percentage of that BENCHMARK flight recorded as their "OFFICIAL" flight. The competitor with the highest percentage will be declared the winner and all other place will be similarly ranked. In the case of a TIE, the competitor's remaining flight will determine their placing.





# WING SPAN | MAY - JUNE

## RESULTS

ENTRANT	FLT 1	FLT 2	FLT 3	KPH 1	KPH 2	KPH 3	B/MARK	OFFICIAL	PERCENT	SECONDARY	PERCENT	PLACE
	SECS	SECS	SECS				KPH	KPH	SCORE	KPH	SPARE	
C. CROWLEY	35.66	34.63	33.62	40.60	41.80	43.06	43.06	41.80	97.08%	40.60	94.28%	5
P. VAN ALKEMADE	31.66	30.87	32.68	45.72	46.89	44.30	46.89	45.72	97.50%	44.30	94.46%	4
I. DIXON 1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%	0.00	0.00%	9
G. COOKE	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%	0.00	0.00%	9
L. CUNNINGHAM	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%	0.00	0.00%	9
H. VAN LEEUWEN	0.00	25.11	0.00	0.00	57.65	0.00	57.65	0.00	0.00%	0.00	0.00%	9
K. HOOPER	0.00	29.32	0.00	0.00	49.37	0.00	49.37	0.00	0.00%	0.00	0.00%	9
G. MCLURE	42.14	40.72	38.55	34.35	35.55	37.55	37.55	35.55	94.67%	34.35	91.48%	8
N. MACMILLAN	34.74	32.75	33.42	41.67	44.20	43.32	44.20	43.32	98.00%	41.67	94.27%	2
J. TREVASKIS	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00%	0.00	0.00%	9
A. DYSON 1	0.00	35.74	34.88	0.00	40.50	41.50	41.50	40.50	97.59%	0.00	0.00%	3
A. DYSON 2	25.87	25.40	26.03	55.96	56.99	55.61	56.99	55.96	98.18%	55.61	97.58%	1
LAM. NGUYEN	0.00	36.51	35.27	0.00	39.65	41.04	41.04	39.65	96.60%	0.00	0.00%	6
P. LETCHFORD	0.00	0.00	35.61	0.00	0.00	40.65	40.65	0.00	0.00%	0.00	0.00%	9
I. DIXON 2	25.64	26.58	27.42	56.46	54.46	52.79	56.46	54.46	96.46%	52.79	93.51%	7





# CLUB PROFILE: ROMA AND DISTRICT AEROMODELLING CLUB



In July 2023 the Roma And District Aeromodelling Club were successful in obtaining a club assistance grant from the Model Aeronautical Association of Australia (MAAA), along with a smaller grant from the Model Aeronautical Association of Queensland (MAAQ). Our application stated a need for our club to improve the surface condition of our flying field strip.

Our existing takeoff and landing area consisted of a thin layer of gravel over the expansive black soil, with Geofabric topped with used artificial turf from a tennis court. Over the years this deteriorated to a point that it was a hazard to models. A lot of work was done to firstly remove the rotted artificial grass, recover the Geofabric material for reuse and then level the area. The gravel was used to level and fill holes in other areas of the field.

Between 150 and 200mm of black soil was removed from the high spot in the runway and moved to a low laying area of the field. This area is now more suitable for Control Line flying in the future. All of the earthworks were carried out using the Secretary's small Jinma tractor with a grader box on the rear and a spreader bar in the front bucket. This little machine has proved its worth as the results show.

There was some delay as the dry weather meant that compaction of this material could not be done without some rain. Following some good showers the area was rolled using the club's homemade tow behind roller along with a lot more levelling of the surface.

Continuous storms and rain before the Christmas break prevented access to the heavy truck needed to bring in the surface material.



Cracks in the surface



Poor condition of the runway



The team re-laying the Geofabric over the black soil area. About 200 mm of black soil was relocated to the area in the top right of this picture.



## WING SPAN | MAY - JUNE

Once the sub grade was finished, the Geofabric was re-laid over the worst part of the black soil using double the width, giving it at least an 8 metre wide strip. The Geofabric is to slow down the effects of the black soil expanding and contracting.

Finally in late January 2024, a road train delivered 76 tonne of crusher dust, with this all being paid for by the MAAA. Quite a few hours over a period of many weeks was spent levelling and compacting this material and we were fortunate to get quite a few showers in this period.



The Jinma Tractor with spreader and grader box



76 tonne of crusher dust being delivered with an AB double road-train (Three trailers) As can be seen, the grass has started to grow through the Geofabric due to the rain.

Heavy rain would cause the water to run over the strip, so a shallow drain was excavated on the uphill side to make the water run towards the gully and not cross the runway. The runway has come up quite smooth with the levelling and rolling. We have started to put a thin layer of loamy topsoil onto crusher dust with the intention of getting some grass to grow. Our \$500 grant from the MAAQ will go towards purchasing some more top soil to go with the material that we have scraped of the surface in an unused part of our area. This material gets stockpiled and then dropped over our dirt screed to remove the rocks and clods of grass. It is then carried over to the runway with the loader on the tractor and spread with the level bar.

We do have town water to our field, that was there when we took it over from the Archery Club, but the supply is very low flow and little pressure. Water is needed for dust suppression, construction and fire fighting and to this end the club has

purchased a used 5000 litre water tank to go on our donated tank stand. This will be fitted with a float valve for automatic filling and will allow us to quickly fill our trailer 6 or 7 times out of the tank, instead of taking 4 to 5 hours. In the future a small amount of irrigation may be able to be done out of this tank.



Junior member Kyle processing topsoil

## WING SPAN | MAY - JUNE

In closing, I would like to thank our federal body the MAAA and our state body the MAAQ for the funds to purchase to crusher dust and top soil for this project.

Being a small club, there is no way we could have done this project without financial help. The ability to help clubs in need, particularly rural and regional ones, cannot be done without these associations being in a sound financial position to do so.

Some other clubs have been flooded twice in as many years and a couple have had to move, and both the state and federal bodies have stepped in to help. Money well spent that most likely prevented those clubs from disappearing.

Ken Dawes  
RADAC Secretary.



Member Dan welding supports to the tank stand.



The tank on the stand and anchored down.



Our water/fire fighting trailer with pressurised spray



Spreading and levelling of the crusher dust





# ADVISORY CIRCULAR AC 101-03 v2.0 FLYING A MODEL AIRCRAFT OR DRONE FOR RECREATION OR EDUCATION

CASA has released just this month an updated Advisory Circular AC 101-03 Flying a model aircraft or drone for recreation or education. This document targets aeromodellers, model aircraft clubs, educational institutions, and approved model aircraft administration organisations (the MAAA, AMAS and the like). It emphasises compliance with Part 101 of the Civil Aviation Safety Regulations (CASR) and other relevant legislation.

The key take aways from us from the advisory are:

- Compliance and uniformity of understanding - CASA aims to ensure that all model aircraft and drone operators adhere to a standardised set of rules and regulations. This is essential for maintaining safety and compliance across Australia.
- Enhanced public and airspace safety - CASA's primary mandate is to ensure the safety of the public and the integrity of airspace. The advisory provides detailed safety guidelines and operational rules to prevent accidents and incidents involving model aircraft and drones.
- The advisory ensures that us as aeromodellers or all disciplines are aware of and comply with the latest regulatory requirements, such as those in Part 101 of the Civil Aviation Safety Regulations 1998 (CASR) and other relevant legislation.

While the document does not directly address the operations of the MAAA or specifically its members, several points could be inferred:

- CASA might see the advisory as complementary to the MAAA's existing guidelines, ensuring that all

aeromodellers, whether part of the MAAA or not, have access to consistent safety and regulatory information.

- By issuing detailed and up-to-date advisories, CASA might be encouraging all model aircraft organisations, including the MAAA, to maintain and update their own guidelines and operational procedures in line with national safety standards.
- CASA's advisory serves as a reminder of the importance of maintaining up-to-date safety management practices and may indirectly encourage organisations like the MAAA to continually review and improve their procedures.

In summary, while CASA's advisory circular does not explicitly criticise the MAAA, it serves to reinforce the importance of standardised safety practices and regulatory compliance across all model aircraft and drone aeromodellers in Australia. The document's comprehensive nature ensures that all aeromodellers, whether associated with the MAAA or independent, have access to clear and consistent guidelines to ensure the safety and legality of their activities.

Here is the link if you want to read the entire circular - [LINK](#).

For more detailed information, visit CASA's website and ensure your flights are both safe and compliant. Happy flying!





## AUSTRALIAN F3F GLIDER SINGLE TEAM TRIAL 2024

Leading into the week prior to the 4th/ 5th May the weather forecast was displaying a front but with unconforming winds for Albany, Turbine 10. By Wednesday morning the forecast had changed, and it was now shaping up very nicely. I proceeded to forward a heads up to the other four team aspirants and all were available with the exception of Roscco who had forfeited his rostered Saturday the weekend prior competing in the State F3J Competition. I was in a bit of a pickle as we all made an agreement of all in. I asked Roscco if he would be prepared to go to the F3F World Championship, and he said not likely as he is keener to secure a place in the F3B team. This made it easier for me to press on against my word as the winds lining up for Albany

Turbine 10 are few and far between. I told Roscco to think about it and let me know if anything changes where he can escape Saturdays rescheduled work. With the forecast changing for the better with possibly two days of potentially great conditions I received a call on the Thursday with Roscco now stating he is in. Being a similar forecast to the 2023 State Competition it was no surprise Roscco went out on a limb to test the waters with his boss. Securing his first two sub 40 runs and 3rd place in the team trial results I bet Roscco is super stoked he went out on a limb.

After driving down Friday night I arrived at the slope around 9am after just enough sleep. The weather was really good with no rain. I proceeded to set up Simon Watts borrowed timing gear after the





guys loaded up and transported it in with their trolleys they brought. On completion the rain commenced, as it would, and I must admit I was a bit worried seeing no clearing behind.

By 11am the rain subsided, and we commenced in 12 to 15 metres per second south westerly breeze. As for the pilot order I decided it would be in the order of morning practice flights. Luke was at the slope early sorting his Mojo out, so he was first cab off the rank. Luke flew well under that pressure with his unique style on display. Jen0 was up next, and his Freestyler 5 was being fought through the course with sensitive rates for the strong conditions. Looked like it was a painful run but surprisingly he posted a 40.5 second and would win the round with that. Brett flew next and flew a really nice EM style, as he does, to post his second fastest time of the weekend. Ross was up next guiding his Pitbull 2 really nicely but unfortunately into a cut on a base.

Following Rossco's run the rain settled in again and once cleared I navigated the course to achieve a 41.07 second with my Device. This type of rain interruption was the order of the day for me in most of Saturdays rounds.

Round 2 saw Luke come out firing and showed he is no slouch on the sticks posting a 40.47. Jen0 followed suit after dialling his throws down to post the first sub 40 with a 39.52. Brett pushed too hard and cut while Rossco pushed angrily to make amends for round 1 tightening up on the course to secure his first sub 40 in an official competition and grab the 1000 points for round 2. Rossco layed down a very nice 38.96! Well done, Rossco! Top flying buddy! Rossco was elated as were us all for his great achievement. I followed Rossco struggling to prepare for base B and a 43.72 second was what I posted.



For the next 5 rounds, completed on Saturday, Jen0 was off and racing with his fantastic turns and Freestyler 5 speed to achieve sub 40's for them all and thus the 1000 points for each. Round 4 saw Jen0 post a really nice 37.70 second run which was the fastest time of the competition. Well done Jen0! Top flying buddy! Rossco posted another sub 40 in round 4 with some superb flying on the sticks to achieve 39.48 seconds. Brett changed to his Freestyler 5 in round 4 and flew her great to achieve a 41.26. I achieved my only sub 40 for the competition securing a 38.76 second run in round 6. In my other rounds I was posting 40 second runs consistently playing it safe trying not to cut which I achieved to not execute one through the whole competition. Luke, Brett and Rossco flew their rounds really good but unfortunately either performed a cut or had to re-extend a turn to get the buzzer which washed off their energy quite noticeably.

We achieved 7 rounds on this Saturday, and it was a great day of flying watching everyone attack obtaining entry height and running through the course in different ways. Luke was not afraid to mix it up and change his style to see if he could obtain an advantage. One run he bounced off the lift and then the base auto man style which was a blistering execution until he hovered and meandered to avoid a cut on turn 6 devastatingly washing off his energy. Surprisingly enough turn 6 was the base to cut for everyone, except me. I really enjoyed watching Luke snap his Mojo through the course! One final mention for Saturday was for those that way inclined I suggested we try land in front of the path where the lift might be better for hovering. It certainly was and I really enjoyed being able to place my Device nicely into a bush consistently. Saturday night the excitement of a great day had the drinks flowing and amongst the banter I tallied up the day's proceedings with one lowest of the 7 rounds being dropped. This was great as it gave an idea how everyone was fairing and showed it was especially tight with Luke 25 points above Rossco. The rain forecast for Sunday was looking grim, but I suggested we prepare for more rounds on Sunday earlier than Saturday with a positive outlook that we will be on.

Sunday morning, we were greeted with hope as the showers were showing clearing sections in between. The guys were fantastic, and all jumped into action to help me set up the course. This paid

dividends as we set up quickly and commenced flying in the straight on, surprisingly against forecast, 8 metres per second southerly breeze. Round 8 saw everyone flying similarly in the conditions to post low 50 second runs. Luke came out top dog of the wolf pack with a nice opening 50.07 second run and gathered the 1000 points. Round 9 saw a change of conditions with the wind dropping and turning more to the south southeast. Jen0 levered over Luke this time with a 59.78 compared to a 61.45.

Following on after a degree angle direction assessment, the wind start its drop as per forecast to 4 metres per second and below, hence the reflected times for Brett, Rossco and I. We stopped competition as the wind was dropping below 3 metres per second and then were pleasantly surprised with 8 metres per second more southerly direction breeze being delivered by more front fingers. Round 10 saw Luke unfortunately have a Barry Crocker which unknown to him would become his new dropper. Flying at the end I navigated my way through the course to achieve a 47.55 second run and win a round finally followed by Jen0 with a 50.76. Round 11 and 12 saw Jen0 turn the tables on me to secure 1000 points for each. Brett finished on a good note flying his Freestyler 5 really well to post some low 50's.

I thought I should mention that I flew my Pitbull 1 for Sunday while Luke rolled out his Celta and Rossco his Radical. Brett flew his Shinto Typhoon on Saturday until aforementioned swap to his Freestyler 5 from round 4 onwards. Jen0 had to switch to his other Freestyler 5 too with a wiring issue in the latter part of Sunday's rounds. It was a fantastic fun competition, and it was epic to fly under timed conditions and to see how we are faring. We certainly need to do it more often and get ourselves better dialled in! Big thanks to Glenn Twaddle for coming down both days and helping run and competition direct the event. Thanks also to Steve Revell for coming down, saying g'day and snapping some action shots.

1st place Mark Jensen	10968 points
2nd place Stuart Hamilton	10504 points
3rd place Ross Cox	9849 points
4th place Luke Ancill	9806 points
5th place Brett Moffatt	9614 points





# JAPANESE DRONE RACING LEAGUE (JDL)

## *Introduction to Drone Racing in Japan*

Drone racing in Japan has been growing steadily, with the establishment of the Japanese Drone Racing League (JDL) marking an important development for the sport. Founded a few years ago, JDL has quickly become a central platform for both enthusiasts and professionals in drone racing.

In 2022, Bride Racing, a well-known manufacturer of car racing seats with an established car racing team, decided to branch out by forming a drone racing team. Recognising the potential for growth

in this exciting sport, Bride Racing reached out to Thomas Bitmatta current Australian National Champion along with a number of World Titles to his name, inviting him to participate in the JDL to help elevate the profile of drone racing in Japan. Thomas accepted the invitation and competed in a couple of JDL races in 2022, starting his journey with the team. Thomas is a member of GMAC, MMRC & EastSide FPV.

## *2023 Season*

In 2023, the team rebranded as BMS/Bride Racing, combining with Australian (BMS Racing) with a clear objective: to win the constructors' championship. Thomas committed to participating in three JDL races that year, helping the team achieve their goal. By the end of 2023, their collective efforts paid off, and BMS/Bride Racing secured the Constructors' Trophy for 2023 season, highlighting their hard work and strategy.

## *2024 Season*

Building on their success, Thomas as committed to competing in the entire JDL season for 2024 in Pro Class, the highest level in JDL. In the first round earlier this year, Thomas qualified 3rd overall. However, a mid-air collision in the semi-finals caused him to be knocked out, resulting in an overall standing of 5th place.

On the weekend of May 18-19, Thomas competed in Round 2 of the JDL. Throughout Saturday's practice and Sunday's qualifying rounds, he held the top qualifier position, showcasing his consistency.



The Bridge Racing Team

*Pro Class Finals*

The Pro Class finals in the JDL are conducted over three heats. In the first heat, Thomas started strong but collided with Yuki Hashimoto, which caused him to lose his first-place position and finish second. In the second heat, a similar incident occurred, with Thomas once again colliding with Yuki Hashimoto. This time, Thomas was in second place, chasing down Kanata Takano. Despite closing the gap with each lap, his battery had lost one cell caused by the mid-air collision resulted in his drone losing power, preventing him from overtaking Kanata.

In the third final, Thomas had a clear run without any incidents. His performance allowed him to secure the win in that heat.

*Overall Performance*

Thomas's efforts in Round 2 culminating in a well-deserved 2nd place overall. This achievement was a fantastic result for the entire team, highlighting their competitive spirit and teamwork.

Additionally, the team welcomed a new member this year, GaYeon Mo (MoGa FPV) from South Korea. GaYeon performed exceptionally well, securing 3rd place in the Open Class and further strengthening the team's presence in the JDL. The Team now features pilots from Japan, Australia and South Korea.

In summary, drone racing in Japan, particularly through the Japanese Drone Racing League, is evolving steadily with more international pilots competing in JDL, with teams like BMS/Bride Racing leading the way. The commitment and performance of the team, along with the addition of talented new members, continue to elevate the sport in Japan and Internationally.

Paul Bitmatta



Thomas Bitmatta (Aust) and GaYeon Mo (Korea)



Thomas Bitmatta 2nd JDL Round 2





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# FIND A LOCAL CLUB NEAR YOU

## A.C.T

CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
BELCONNEN MODEL AERO CLUB INC	JEREMY CASHMAN		secretary@bmac.org.au
CANBERRA MODEL AIRCRAFT CLUB	TREVOR ARTHUR DALZIELL	0407 928 873	trevjan@bigpond.com
CANBERRA MULTIROTOR RACING CLUB	BEN WILSON		secretary@cmrc.asn.au
GOULBURN SOCIETY OF AEROMODELERS- ACT	HEATH BETTS	0417 657 255	haveric@internode.on.net
LAKE GEORGE SOARING LEAGUE	BRADLEY JAY RYAN		bradjryan@gmail.com
NAMADGI SPORTS FLYERS CLUB	NEIL MULLER	0408 977 976	neil.muller@icloud.com
QUEANBEYAN MAC	JAMEY BELLICANTA		jamesbellicanta11@gmail.com
THE SCALE AVIATORS	DIANE DODD	0416 015 712	diane.dodd@iinet.net.au

## N.S.W

CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
DOONSIDE AEROMODELLERS (C/L)	BRUCE HOFFMANN	0414 802 405	bhoffo@gmail.com
KURING-GAI MFC - (C.L.)	JOHN NOLAN	0423 040 099	kmfsec@gmail.com
MODEL AVIATION CLUB (SPORT) C/L	KEN RICHARDS	3 4681 9658	janrich@tpg.com.au
MUSWELLBROOK DIST M.A.S. C/L	LINDSAY MUFFETT	0411 212 662	lin-ann@bigpond.com
NACA CONTROL LINE	NEWTON ARMSTRONG	0448 871 424	NEWTONARMSTRONG@BIGPOND.COM
SYDNEY AEROMODELLING TEAM	BRIAN EATHER	3 9602 4934	brianea@optusnet.com.au
CASINO MODEL AERO CLUB	NANETTE DODD	3208 9067	kevindodd@y7mail.com



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CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
CESSNOCK DISTRICT AEROMODELLERS CLUB FREE FLIGHT	KEVIN BRANNAN	3 4990 6099	Kevinbrannan01@gmail.com
COOGEE/BRONTE AERO TECHNICIANS SOCIETY	TAHN STOWE	0418 429 351	stowes@ozemail.com.au
DOONSIDE (FREE FLIGHT)	BRUCE HOFFMANN		
EUROBODALLA MODEL AERO CLUB	RONALD TREGEAGLE	0423 560 353	ruon2468@icloud.com
KURING-GAI MFC - (F.F.)	JOHN NOLAN	0423 040 099	kmfccsec@gmail.com
MILTON ULLADULLA MODEL AIRCRAFT CLUB INC.	ANDREW CARSTENS	0412 191 393	aca97933@bigpond.net.au
MODEL AVIATION CLUB (SPORT) (FF)	ADAM HARVEY	0478 149 099	adam.harvey0812@GMAIL.COM
MUSWELLBROOK DISTRICT MODEL AEROSPORTS. INC.	LINDSAY MUFFETT	0411 212 662	lin-ann@bigpond.com
NSW FREE FLIGHT CLUB	ROY SUMMERSBY	3 4341 0072	roydi132@optusnet.com.au
PORT STEPHEN MAC - FFS AFFILIATED	BRIAN RAMSEY	0438 246 255	psmac@outlook.com.au
REBEL FLYING CLUB FREE FLIGHT			
SOARING EMUS	BARRY BURKE	0414 491 934	slientflight57@gmail.com
SOUTHERN CROSS MAC (FREE FLIGHT)	BARRY LEE		
WEST WYALONG MODEL AERO CLUB	GRAHAM EDWARD THOMAS	3 6972 4653	geowheel42@gmail.com
303 SQD AAFC	STEVE NORRIE	0418 874 740	stevenorrie001@gmail.com
APPIN SPORT AEROMODELLERS CLUB	BARRY BURKE	0414 491 934	slientflight57@gmail.com
ARCHVILLE EAGLES MAC	DAVID TAYLOR MURRELL	3 6651 3741	ddtmis@optusnet.com.au
BATHURST MODEL AERO SPORTS INC	STEWART WEST	0447 757 201	sgwest1@gmail.com
BEGA DISTRICT MODEL CLUB	ROBERT GORDON JAMES	0431 385 624	bob1bega@bigpond.com





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CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
CESSNOCK DISTRICT AEROMODELLERS CLUB FREE FLIGHT	KEVIN BRANNAN	3 4990 6099	Kevinbrannan01@gmail.com
COOGEE/BRONTE AERO TECHNICIANS SOCIETY	TAHN STOWE	0418 429 351	stowes@ozemail.com.au
DOONSIDE (FREE FLIGHT)	BRUCE HOFFMANN		
EUROBODALLA MODEL AERO CLUB	RONALD TREGEAGLE	0423 560 353	ruon2468@icloud.com
KURING-GAI MFC - (F.F.)	JOHN NOLAN	0423 040 099	kmfccsec@gmail.com
MILTON ULLADULLA MODEL AIRCRAFT CLUB INC.	ANDREW CARSTENS	0412 191 393	aca97933@bigpond.net.au
MODEL AVIATION CLUB (SPORT) (FF)	ADAM HARVEY	0478 149 099	adam.harvey0812@GMAIL.COM
MUSWELLBROOK DISTRICT MODEL AEROSPORTS. INC.	LINDSAY MUFFETT	0411 212 662	lin-ann@bigpond.com
NSW FREE FLIGHT CLUB	ROY SUMMERSBY	3 4341 0072	roydi132@optusnet.com.au
PORT STEPHEN MAC - FFS AFFILIATED	BRIAN RAMSEY	0438 246 255	psmac@outlook.com.au
REBEL FLYING CLUB FREE FLIGHT			
SOARING EMUS	BARRY BURKE	0414 491 934	slientflight57@gmail.com
SOUTHERN CROSS MAC (FREE FLIGHT)	BARRY LEE		
WEST WYALONG MODEL AERO CLUB	GRAHAM EDWARD THOMAS	3 6972 4653	geowheel42@gmail.com
303 SQD AAFC	STEVE NORRIE	0418 874 740	stevenorrie001@gmail.com
APPIN SPORT AEROMODELLERS CLUB	BARRY BURKE	0414 491 934	slientflight57@gmail.com
ARCHVILLE EAGLES MAC	DAVID TAYLOR MURRELL	3 6651 3741	ddtmis@optusnet.com.au
BATHURST MODEL AERO SPORTS INC	STEWART WEST	0447 757 201	sgwest1@gmail.com
BEGA DISTRICT MODEL CLUB	ROBERT GORDON JAMES	0431 385 624	bob1bega@bigpond.com



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CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
CAMDEN HAVEN MODEL AIRCRAFT CLUB	EDWARD SARKOEZY	0448 898 018	edward.sarkoezy@bigpond.com
CAMDEN VALLEY R/C MINIATURE AVIATION	PAUL ANTHONY PHIBBS	0411 139 980	paphibbs@bigpond.com
CENTRAL COAST MAC	DENNIS MACKAY	0428 256 703	ccmacsecretary@gmail.com
CHARLES KINGSFORD SMITH MAC MASNSW	JOHN WILLIAM CONSIDINE	0409 044 724	kellis@bigpond.net.au
CITY OF MAITLAND MASNSW AFFILIATED	MARK FRANCIS BRACKLEY	0439 030 764	mark@brackley.com.au
COFFS COAST RC FLYERS INC	NICHOLAS RALPH SOULTANIAN	0437 765 774	nicksoultanian@gmail.com
COONABARABRAN MODEL FLYERS	CHRISTOPHER MCCOWAGE	0428 422 119	chris.mccowage@gmail.com
COOTAMUNDRA AEROMODELLERS ASSOC. INC	DARREN CASE	0408 632 469	teena@iinet.com.au
COWRA MODEL AIRCRAFT CLUB	IAN COLE	0429 342 075	coley001a@gmail.com
CRONULLA MODEL AERO CLUB	MALCOLM ROBERTSON	403 361 046	cronulla.mac@gmail.com
CUDGEGONG MODEL AERO CLUB	LORI O'NEIL	0481 057 911	lorioneil@outlook.com
DENILIQVIN MODEL AERO CLUB	MATTHEW GLYNN SHEVELS	0438 643 683	mattshevels@gmail.com
DRONE RACING AUSTRALIA	MATTHEW CLARKE	0438 775 051	matty@astateofride.com
DUBBO MODEL AIRCRAFT CLUB INC	GRANT ASTLEY	0419 432 341	grant_astley85@hotmail.com
EVANS HEAD RADIO AERO SPORTS CLUB			
CAMDEN HAVEN MODEL AIRCRAFT CLUB	EDWARD SARKOEZY	0448 898 018	edward.sarkoezy@bigpond.com
CAMDEN VALLEY R/C MINIATURE AVIATION	PAUL ANTHONY PHIBBS	0411 139 980	paphibbs@bigpond.com
CENTRAL COAST MAC	DENNIS MACKAY	0428 256 703	ccmacsecretary@gmail.com
CHARLES KINGSFORD SMITH MAC MASNSW	JOHN WILLIAM CONSIDINE	0409 044 724	kellis@bigpond.net.au





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CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
GOSFORD CITY AEROMODELLERS	PHILLIP HAMBLY	0409 314 365	phil@gcac.org.au
GRAFTON MODEL AIRCRAFT CLUB	DARYL ROBERT WOOLFE	0401 823 002	dandwoolfe07@gmail.com
GRAFTON TURBINE FLYERS	JO CAREY	3 6656 1320	
GUNNDAH DISTRICT AEROMODELLERS ASSN	BARRY WESTON	6743 1171	barryweston04@gmail.com
HASTINGS 2066 MODEL FLYING CLUB	RAY WILSON	0407 457 101	ray_wilson@outlook.com
HEATHCOTE SOARING LEAGUE	STEPHEN RONALD WEATHERSTONE	0414 905 307	wxstone@bigpond.net.au
HORNSBY ELECTRIC MFC	DARREN BECK	0422 873 755	darrenb@codacity.net
HUNTER PHOENIX AEROMODELLERS CLUB	PETER MICHAEL MALLABY	0410 687 343	peter@mallaby.com.au
HYLAND FLYERS CLUB	JASON SMITH	0448 185 648	
ILLAWARRA MODEL AIRCRAFT CLUB	BRETT DAVID LONGLEY	412 608 542	brett.longley@outlook.com
JET FLYERS ASSOC. NSW	MALCOLM ROBERTSON	403 361 046	mal.robertson67@gmail.com
LAKE MACQUARIE MINIA.A/C CLUB	CHRISTOPHER SHERATON	0404 671 361	cjsherat@gmail.com
LEETON MODEL AVIATORS CLUB	CHRIS JAMES BAILEY	0414 539 953	chrisliz01@bigpond.com
LISMORE MODEL FLYING CLUB	PETER CLEMENT WHITELY	0400 717 118	peter.whitely@gmail.com
LITHGOW AEROMODELLERS CLUB	DAVE BROWN	0402 868 568	daveb@ix.net.au
LOWER TWEED MODEL FLYING CLUB	MICHAEL WILLIAM FORD	0415 657 033	ltmfc.inc@gmail.com
MACQUARIE MODEL SOARING CLUB	ROBERT LESLIE WATSON	433 842 513	robertabcdefgwatson@gmail.com
MANNING MODEL AERO CLUB	RICK COLLIS	0412 496 923	riccollis57@gmail.com
MID NORTH COAST FPV	GED OLDFIELD	0435 938 747	arthuroldfield63@gmail.com



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CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
MODEL AVIATION CLUB (SPORT) R/C	ALAN HARVEY		
MUSWELLBROOK DISTRICT MAS (R/C)	LINDSAY MUFFETT	0411 212 662	lin-ann@bigpond.com
NEW ENGLAND MAC	HUTTON ODDY	0425 285 758	vhoddy@gmail.com
NORTHERN BEACHES SOARING CLUB	MYLES MURRAY	0414 993 393	myles.murray@optusnet.com.au
NSW PYLON RACING CLUB	JEREMY USE PRESIDENT	0418 390 446	jag@acfr.usyd.edu.au
NSW SCALE AIRCRAFT SOCIETY	JOHN CONSIDINE		
ORANGE MODEL AIRCRAFT CLUB	JAMES WILLIAM SCRITCHLEY		jimboscr@yahoo.com.au
PANORAMA DRONE RACING CLUB	NICHOLAS DINGLE	0403 643 857	nicholas.dingle2@gmail.com
PARKES MINIATURE AERO CLUB	RICK TWARDY	3 6862 3482	pmacsecretary@iinet.net.au
PARRAMATTA RADIO CONTROL AIRCRAFT CLUB	STEPHEN LANGE	0408 474 045	secretary@rcflyingclub.com
PHOENIX MODEL AERO CLUB	RICK HARRIS	0429 645 254	rickjoy_99@yahoo.com
PORT MACQUARIE RC FLYERS	BRUCE OLIVER	0428 490 114	bandroliver@gmail.com
RAAF RICHMOND MODEL AIRCRAFT CLUB	GREGORY JOHN EVANS	0488 208 444	raafmacsecretary@gmail.com
REBEL FLYING CLUB R/C	STEPHEN PATFIELD	0410 636 549	stephen.patfield@gmail.com
RISE OFF WATER - REGATTA CENTRE	GRAHAME DENVER HUTCHINSON	0413 756 611	hutch.gdh@gmail.com
SHOALHAVEN MODEL FLYING CLUB	IAN LAUDER	0418 861 019	lauder.ian.marian@gmail.com
SKY ACES RC	LEVI WAGNER	0413 680 279	levi.wgnr@gmail.com
SOCIETY OF ANTIQUE MODELLERS AUSTRALIA	PETER JOHN SMITH		peter_condo@yahoo.com.au
SOUTHERN HIGHLANDS MAC	SHANE ANDREW MCMILLAN	0447 642 065	shamac70@bigpond.com





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SOUTHERN SYDNEY MODEL AIRCRAFT CLUB	PETER MOONEY	0431 744 741	secretary@ssmac.au
SPRINGWOOD NEPEAN MODEL AERO CLUB INC.	GEOFF JONES	0407 700 953	gjones1@tpg.com.au
SUTHERLAND SHIRE SPORT FLYING ASSN.	ANDREW MCCLELLAND	0419 660 905	andymcc5086@hotmail.com
SYDNEY MODEL AERO CLUB	TERRY BADEN COCKS	0458 286 054	totemtadpole@yahoo.com.au
SYDNEY RADIO CONTROL SOCIETY	MATTHEW HOLLOWAY	0490 677 250	emailmattholloway@gmail.com
SYDNEY SOCIETY MODEL ENGINEERS	DAVID KENNEDY	0400 020 300	secretary@ssme.org.au
TAMWORTH AREA RADIO MODEL A/C R/C	RICHARD EXLER	0438 314 882	richard.exler@gmail.com
UNITED MINIATURE AIRCRAFT CLUB R/C INC	MARC DANIEL SWAN	0419 214 700	marc@swan.sydney
WAGGA MODEL AERO CLUB	BRIAN GARDINER	0438 751 566	briangcan@yahoo.com.au
WARIALDA RC MODEL AIRCRAFT CLUB	ANDREW MCLANE	0419 527 371	tmclane@bigpond.net.au
WARRINGAH RADIO CONTROL SOCIETY	RONALD JAMES IRVING		rjiphotography@inet.net.au
WERRINGTON PARK MAC	DAVE LEWIS	0439 264 220	dave.lewis@internode.on.net
WESTERN SYDNEY MODEL AVIATORS	JODIE FRENCH	0418 429 538	jodiebelindafrench@bigpond.com
WYBUNG SOARERS CLUB	ROSS NICHOLLS	0402 872 940	secretarywybungsoarersclub@gmail.com
WYONG RIVER MAC	SUZANNE CRAWT	0416 014 006	suzanne.crawt@gmail.com
WYONG VALLEY MAC	REECE HEWITSON	0449 521 142	reece.hewitson@hotmail.com



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CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
ALICE FUN FLYERS INC	BOB VIGAR	9 8953 4545	alicefunflyersecretary@gmail.com
ALICE SPRINGS AEROMODELLERS INCORPORATED	RICHARD COX	0409 848 039	coxrichardj@gmail.com
DARWIN MODEL FLYING CLUB	PETER NOYCE	0407 131 972	sircking@gmail.com
EAST POINT AEROMODELLERS CLUB	RAY YOUNGER	0403 545 664	rayyounger@smartchat.net.au

## TAS

CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
EASTCOAST RC FLYERS			
HOBART MODEL AERO CLUB INC	CHARLES CONNOR	0438 596 379	charles.connor@fsst.tas.gov.au
LAUNCESTON MODEL AERO CLUB INC	MICHAEL GREEN	0413 014 574	greendog181@bigpond.com
NORTH WEST AEROMODELLERS INC	GRAEME POKE	0418 144 339	gkpoke@bigpond.com
PHOENIX FLYERS OF LAUNCESTON INC	ANTHONY HOGAN	0429 621 655	ajhogan@iprimus.com.au
ROARING FORTIES AERO MODELLERS	WILLIAM LEONARD DEAL		wldeal@internode.on.net





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## Q.L.D.

CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
AERO MODELLERS OF COOMINYA	ALAN P SMITH	0427 060 010	bozo21alan@gmail.com
AUSTRALIAN ARMY DRONE RACING ASSOCIATION	THOMAS GASH	0423 093 198	adra.secretary@defence.gov.au
AUSTRALIAN LARGE SCALE MODELS	AARON GARLE	0407 066 603	aaron@qsi.net.au
BLACKWATER MODEL CLUB	SHANE TREBBIN	0419 686 258	shane.trebbin@bigpond.com
BRISBANE FREE FLIGHT SOCIETY INC	MALCOLM RONALD CAMPBELL	0417 774 826	actrain@ozemail.com.au
BUNDABERG AERO SPORTS FLYERS	BERNARD SEARLES	0428 123 513	bsearles@westnet.com.au
BUNDABERG AEROMODELLERS CLUB	WAYNE BEALE	0407 338 153	waynebeale@yahoo.com.au
CAIRNS MODEL AERO CLUB INC	MARIO ZAPPULLA	0427 027 317	cairnsmodelaeroclub@gmail.com
CALLIDE DAWSON MODEL AERO CLUB	JOHN HICKS	0428 971 212	billabongbull@bigpond.com.au
CALVERT RADIO AERO MODELLERS SOCIETY	WARREN HATHAWAY	0457 456 001	grattonfield@gmail.com
CAPRICORN RADIO CONTROL AVIATORS CLUB	JOHN TOBIN	0458 336 867	capricornaviators@gmail.com
CENTRAL HIGHLANDS MODEL AERO CLUB	GREG WEIR	0457 792 857	secretary@chmac.asn.au
CONTROL LINE AERONAUTICAL SOCIETY IPSWICH INC	TRENT MATTHEW MCDERMOTT	0421 830 032	trent_mcd@hotmail.com
DALBY MODEL AERO CLUB	CAMERON SMITH	0456 789 887	secretary@dalbymodelaeroclub.com
DALLACHY RC MODEL AERO CLUB INC	LYNETTE HOLMES-KIDD	0484 131 995	lynhandtrevk@bigpond.com
FIRST PERSON VIEW REBELS	CHRISTOPHER CROFT	0416 922 132	secretary@fpvrebels.com
GAYNDAH AERO MODELLERS	MARK HARM	0487 721 338	mgharm@gmail.com
GLADSTONE AERO-MODELLING SOCIETY INC	TROY ANDREW JOSEFSKI	0411 397 139	troyjoseki@gmail.com
GLENEAGLE MODEL AERO CLUB INC	JOHN FREDERICK KING	0452 214 659	kingy1959.jk@gmail.com



# FIND A LOCAL CLUB NEAR YOU

## Q.L.D.

CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
GOLD COAST MODEL FLYING CLUB INC	GREGORY JOHN WATSON	0412 867 715	gcmfcsecretary@gmail.com
GYMPIE MODEL FLYERS INC	KEVIN BARRY	0400 419 623	secretary.gmfc@gmail.com
HERVEY BAY MODEL AERO CLUB	BILL OLSON	8 4325 4420	olsonbill@outlook.com
HINTERLAND MODEL FLYING CLUB	CLIVE TUDGE	0402 999 885	ctudge@bigpond.net.au
HOWARD MODEL FLYING ASSOCIATION	JULIE MANSSEN	0428 525 641	howardmodelflyingsec@gmail.com
INNISFAIL DISTRICT MODEL AERO CLUB INC	PETER LAWRENCE JOELS	0431 839 430	mplj5549@gmail.com
JIMBOOMBA RADIO MODELLERS	PETER BRUCE YORKE	0407 669 840	yorkegbb@bigpond.net.au
KINGAROY AERO MODELLERS SOCIETY INC	JOHN ROBERT BOX	0408 879 286	john.box@hotmail.com
LOCKYER VALLEY AEROMODELLERS CLUB	MICHAEL JOHNSON	0417 822 965	michael@v8property.com.au
LOGANHOLME AEROMODELLERS R/C SOCIETY INC	TONY CAVANNA	0419 918 962	secretary@larcs.com.au
MACKAY & DISTRICT RADIO AERO MODELLERS INC	DARREN BOYS	0427 818 398	madramsmackay@gmail.com
MALENY RC GLIDING CLUB	LEANNE KEOGH		gregorymroper@bordnet.com.au
MARYBOROUGH AEROMODELLERS CLUB INC	GARY HELDENS	0409 268 566	secretary@maryboroughmac.com
MODEL AERO SPORTS CLUB OF T.N.Q. INC	MURRAY TOWNE	61429878010	mtowne65@gmail.com
MORETON REGION SPORTS SOARING	KEVIN CHARLES SMEATON	0400 159 198	kevinsmeaton@dodo.com.au
NOOSA MODEL FLYERS INC	PETER RUTHERFORD	0413 058 545	petsal@westnet.com.au
PHOENIX MODEL AVIATORS INC	BRIAN DOOLEY	0418 210 942	phoenixmodelaviators@gmail.com
QUEENSLAND RADIO CONTROLLED HELICOPTER ASSOCIATION INC.	PETER REID	0428 717 629	sec@qrcha.com
QUEENSLAND TURBINE FLYERS ASSOCIATION	PETER JOHN BESSELL	0431 450 284	peterbess@hotmail.com





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CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
RADIO AEROMODELLERS IPSWICH DISTRICT	TREVOR ROSS WENDT	0439 856 553	thewendthouse@optusnet.com.au
REDBANK SUMMERHOLM SILENT FLYERS INC	GRAHAM WESTON	0417 610 526	gandeweston@gmail.com
REDLANDS AERO MODELLERS INC	MICHAEL JOHN HYDE	0413 838 563	secretary@rams.asn.au
ROCKHAMPTON MODEL AERO CLUB	PETER DENNIS	0407 760 742	pde01334@bigpond.net.au
ROMA & DISTRICT AEROMODELLING CLUB	KENNETH DAWES	0429 452 286	radac.club@gmail.com
SAMFORD VALLEY FLYERS	LEXINGTON SYDNEY MORLEY	432 665 273	samfordvalleyflyers@gmail.com
SARINA AERO MODELLERS	MARIANNE RANKIN	0400 711 841	teamrankin@gmail.com
SOUTHERN DOWNS AERO MODELLERS INC.	MARTIN SHEPHERD	0413 037 965	secretary.karm@gmail.com
SPORTS AEROMODELLERS ASN MORETON REGION	RICHARD HALL	3301 4058	secretary@saambr.asn.au
STANTHORPE MODEL AERO CLUB	KIRSTEN SMALL	0481 384 417	kirstensmall11@gmail.com
SUNCOAST MODEL FLYERS	ANGELO REITANO	0412 342 858	smfsecretary2022@outlook.com
THUNDERBIRDS AEROMODELLERS CLUB	DANIEL WILLIAM CASEY	0421 639 698	thunderbirds-aeromodellers@outlook.com
TIN CAN BAY MODEL FLYING CLUB	WILLIAM JOHN WHEELER	0414 325 872	bill56.wheeler@gmail.com
TINGALPA MODEL AERO CLUB	PHILIP LENNARD GARTSHORE	0407 070 263	secretary@tmac.asn.au
TOOWOOMBA AEROMODELLERS ASSOC	CHRISTOPHER JAMES WATT	0412 442 937	chriscathywatt@optusnet.com.au
TOOWOOMBA AMATEUR R/M AERO CLU	JOHN FERGUSSON	460 952 216	secretary.tarmac@gmail.com
TOWNSVILLE AEROMODELLERS SOCIETY	TERRY LLOYD ENGLISH	0427 880 931	tenglish@bigpond.net.au
TOWNSVILLE RADIO AERO CONTROL SOCIETY	DAVID ANTHONY PEARSALL	0417 837 009/07	dauidanthony10@bigpond.com
WARWICK AERO MODELLERS	CHRIS GORDON SMITH	0403 216 426	secretary.wam@gmail.com
WHITSUNDAYS AND PROSERPINE R C MODELS	JEFFREY ALLAN BOYLE	0407 639 706	accounts@wfcs.com.au



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## S.A.

CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
ADELAIDE AEROMODELLERS CLUB	PETER ANGLBERGER	0448 433 282	peteranglberger@hotmail.com
ADELAIDE FPV RACING	JOSEPH TAN	0404 857 770	secretary@adelaidefpvracing.com.au
ADELAIDE MODEL AEROSPORT INC	DAVID EDWARDS		secretary@ama.org.au
BAROSSA VALLEY MODEL AERO CLUB INC	STEVE HARRISON	0432 156 088	bvmac.secretary@gmail.com
BLUE LAKE AERO MODELLERS	JIM JASPER	0417 959 996	blam.secretary@gmail.com
BORDER MODEL FLYERS INC.			
BROKEN HILL MODEL FLYING CLUB INC	GREG POPE	0429 325 465	gregsp71@tpg.com.au
CONCORDE MODEL FLYING CLUB	GRAEME MALONE	0422 147 558	secretary@concordemfc.com
CONSTELLATION MODEL FLYING CLUB INC	LARRY SCOTT	0419 820 361	scott.40@bigpond.com
GOOLWA INDOOR MODEL FLYERS CLUB	WILLIAM MORRIS KENT	0414 883 429	wmkent48@gmail.com
HOLDFAST MODEL AERO CLUB	KINGSLEY NEUMANN		secretary@holdfastmac.asn.au
MOONTA MODEL AERO CLUB INC.	KEN WINSTANLEY	0439 806 135	WINSTAK1947@BIGPOND.COM
NARACOORTE MODEL AERO CLUB INC	MATTHEW JOHN HOSKINGS	0417 626 375	naracoorte.model.aero.club@outlook.com
NOARLUNGA MODEL AERO SPORTS INC	TROY DAVIS	0417 873 506	secretary@nmas.info
NORTHERN SOARING LEAGUE	PAULA CLIFT	0418 804 740	paclift@tpg.com.au
ONKAPARINGA RADIO AERO MODELLERS INC	STEPHEN REDSELL	0418 758 970	sredsell@skymesh.com.au
PORT AUGUSTA MODEL AERO CLUB INC	JOHN ANDREW GLAMUZINA	0431 940 058	portaugustamodelaeroclub@gmail.com
PT LINCOLN MODEL AEROSPORT CLUB INC	KEITH TATTERSAL	0423 212 083	kumonportlincoln@bigpond.com
SA RADIO CONTROLLED HELICOPTERS INC	WILLIAM MORRIS KENT	0414 883 429	wmkent48@gmail.com





# FIND A LOCAL CLUB NEAR YOU

## S.A.

CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
SKYHAWKS AEROMODELLERS INC	GREGORY BUTLER	0449 733 090	gregbutler1510@gmail.com
SOUTH COAST MODEL AEROSPORT CLUB	DAIL OPULSKIS	0478 197 169	secretary-scmac@outlook.com
SOUTH HUMMOCKS MODEL AERO CLUB INC	NEIL TANK	0439 517 539	jneil123@bigpond.com
SOUTHERN SOARING LEAGUE	ROBERT GUNN	0402 245 101	rgunn008@tpg.com.au
STRATHALBYN MODEL AIRCRAFT CLUB INC	DENNIS BATGE	0429 001 360	smacflyers@gmail.com

## VIC.

CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
ARARAT DISTRICT AEROMODELLERS	PAM PIMBLOTT	4 5349 2164	araratdac@gmail.com
BAIRNSDALE & DISTRICT M.A.C.	TONY WILSON	61402893538	secretary@badmac.org.au
BALLARAT AERO MODELLERS	LAWRIE FRANCIS WILSON	0439 392 017	aero2020@iprimus.com.au
BALLARAT RADIO MODEL FLYING CLUB	NIGEL KEITH NEWBY	0408 420 794	n.newby@activ8.net.au
BAWBAW RADIO-MODELERS ASSOCIATION GIPPSLAND INC	PHILIP MOHR	0412 594 794	phil@mohrfamily.com.au
BELLARINE MODEL AERO CLUB	DAVID BARLING	0417 135 325	dabarling@gmail.com
BENALLA MODEL AIRCRAFT CLUB	ALAN HAIR	4 5762 2474	gdhair@bigpond.com
BENDIGO R/C AIRCRAFT CLUB INC	GARY DOUGLAS SCHMEDJE	0413 692 006	gschmedje@internode.on.net
BRIDGEWATER AND DISTRICT RADIOMODELLERS CLUB INC..	MATT WERNERT WERNERT	0418 225 253	mtswernert@gmail.com
BRIGHT RC MODEL CLUB	JOHN MAUCHLINE	0466 909 636	rjmods@optusnet.com.au



# FIND A LOCAL CLUB NEAR YOU

## VIC.

CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
CAULFIELD RACECOURSE FLYING CLUB INC	RIC RONGE	0423 686 355	ric.ronge@bigpond.com
CENTRAL HIGHLANDS AREA M.P.S.	WARREN PETER CANNING	0403 891 198	warrencanning@hotmail.com
CENTRAL VICTORIA RC MODELLERS	PHIL SMALLEY	0448 948 562	phil.smalley@bigpond.com
COBRAM MODEL AIRCRAFT CLUB	PETER D'AMORE	0429 722 301	mr02341@southernphone.com.au
COHUNA MODEL FLYING CLUB	TREVOR TAYLOR	4 5456 4644	pekeely@live.com
CONTROL LINE AIRCRAFT MODELLER	HARRY BAILEY	4 9543 2259	hbbailey@optusnet.com.au
CORANGAMITE MODEL AIRCRAFT CLU	BRENDAN JOHN GEE	0427 938 228	brendan.gee@westvic.com.au
DONCASTER AEROMODELLERS CLUB	STAN ELIADIS	0408-977-767	secr@dac.org.au
EASTSIDE FPV INC	RHETT MOONEY	0424 749 484	rhattamooney@gmail.com
ECHUCA MOAMA MODEL AERO CLUB	FRED WEST	0418 362 100	fwest@bigpond.net.au
G CLASS FPV AUSTRALIA INC.	ANA FERRARO	0421 114 427	anita.pau@email.com
GEE LONG & DISTRICT AERO MODELLERS	PETER BLOOMFIELD	0402 337 990	petejb@westnet.com.au
GEE LONG MINIATURE AIRCRAFT A/C	PETER ASPLEY	0402 143 459	aspleyp@ncable.net.au
GRAMPIANS MODEL FLYING CLUB	DAVID LOVELL	0417 514 438	glider35@bigpond.com
GREENSBOROUGH M.A.C.	STEPHEN AXFORD	0412 358 874	secretary@gmac.org.au
HAMILTON MODEL AEROPLANE CLUB	ENZO DIANA	0409 230 446	enzd@bigpond.com
INVERLOCH RC FLYERS INC.	BRUCE MACKAY	0418 380 014	bruce@bpmac.com
KEILOR & DISTRICT M.A.S.	PETER COWARD	0413 430 540	pjcoward01@gmail.com
KIEWA VALLEY MODELLERS	BRUCE LEONARD VINE	0409 468 230	b.vine3@bigpond.com
KNOX MODEL AIRCRAFT CLUB	BRUCE MACKAY	0418 380 014	bruce@bpmac.com





# FIND A LOCAL CLUB NEAR YOU

## VIC.

CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
LATROBE VALLEY MODEL AERO CLUB	WAYNE LEWIS	0422 627 169	wayne.lewis3840@gmail.com
LILYDALE & DISTRICT M.F.A.	GARY LECKIE	420 578 868	gleckie00@gmail.com
MELBOUNRE MULTIROTOR RACING CLUB INCORPORATED	NEIL DE VRIES	0416 108 640	secretary@vicfpv.com
MELBOURNE R/C HELICOPTER CLUB	PETER DALGLISH	0408 309 125	dags3150@gmail.com
MELTON MODEL AIRCRAFT ASSOC.	COLIN LATCH	0400 800 281	colinla@bigpond.com.au
MILDURA MODEL AEROSPORTS	RALPH FISHER	0434 358 419	secretarymma@outlook.com
MITCHELL FIXED WING AERO CLUB	HENRY WOHLMUTH	0402 050 544	henrywohl@gmail.com
MODEL AIRCRAFT CLUB OF SUNBURY	PETER HODGINS	0401 877 395	peter.hodgins1@bigpond.com
MOIRA MODEL AIRCRAFT CLUB	NEIL ALAN SPENCER	0409 418 073	neil@emailing.com.au
MOUNT ALEXANDER MODEL AIRCRAFT CLUB	ANDREW FEDOROWICZ	0418 341 443	andrew@fedorowicz.com.au
MOUNT WALLACE MODEL AIRCRAFT ASS	NEIL KILLEEN	0439 465 985	neilkilleen@hotmail.com
MUNRO FIELD MODEL AIRCRAFT CLUB			
NEPEAN MINIATURE AEROSPORT ASS	NEVIL KELLAM BIRD	0418 353 638	kevdon@optusnet.com.au
NORTHERN FLYING GROUP	TIM DE HAAN	0409 809 473	timdehaan@bigpond.com
PAKENHAM DISTRICT AERO R/C SOC	IVAN HAROLD CHISELETT		chiseli@optusnet.com.au
PENINSULA AERO RADIO CONTROL SOCIETY	DANNY JEDWAB	0412 220 654	dannyparcs@gmail.com
RAAF WILLIAMS MODEL CLUB	PETER MATHER	0401 118 103	xcsoar1@optusnet.com.au
ROBINVALE & DISTRICT AERO CLUB	IAN BOLT	0488 465 014	ianbolt@eustonclub.com.au
SALE & DISTRICT AEROMODELLERS CLUB	GEOFF AVERY	0401 417 552	gma54@aussiebroadband.com.au
SEYMOUR RADIO CONTROL CLUB INC	MARCUS STENT	0415 152 621	mongoose@foobox.com



# FIND A LOCAL CLUB NEAR YOU

## VIC.

CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
SOUTH EASTERN MAC	GEOFF MULHALL	0431 660 239	geoffmulhall@gmail.com
SOUTH WEST AMALG MODEL PLANE S	FRED CHIGWIDDEN	4 5997 5675	fchigwidden@bigpond.com.au
SUNRAYSIA AEROMODELLERS	MICHAEL TIMMS	0408 105 445	micktim70@gmail.com
TWIN CITIES MODEL AERO CLUB	ALWYN BRUNTON	0491 139 990	secretary@tcmac.com.au
VALLEY RADIO FLYERS SHEPPARTON	WARREN SMITH	0428 216 957	wozza1340@bigpond.com
VIC ASSOC RADIO MODEL SOARING	COLIN KAHN	0414-537-731	secretary@varms.org.au
VICTORIAN FREE FLIGHT SOCIETY	SEAN OCONNOR	9482 6607	sean-oc@netspace.net.au
VICTORIAN JET AEROSPORT ASSOC	CLARKE WILLIAMSON	0403 507 892	secretary@vjaa.org
WANGARATTA AEROMODELLERS	GEOFF MITCHELL	0407 489 185	geoffrey.d.mitchell@gmail.com
WARRNAMBOOL MODEL AIRCRAFT CLUB	ROD MITCHELL	0423 964 781	rodjan@bigpond.net.au
WERRIBEE MODEL AERO CLUB	MATT HOUSTON	0403 651 900	rc.wmaa@outlook.com
WEST COAST SOARERS	JOHN HILL	0407 530 470	jwhill1910@gmail.com
WESTERNPORT MODEL AIRCRAFT CLUB	JUSTIN TRIST	0412 285 120	bayside4x4@bigpond.com
WIMMERA MODEL AIRCRAFT ASSOC. INC	ROLF HEDT	0427 340 702	r.m.hedt@gmail.com
WYNDHAM DRONE & HELICOPTER	PAUL BARNARD	0413 208 350	barney00@tpg.com.au
YARRA VALLEY AEROMODELLERS	MELISSA LAW	0413 332 966	mlaw020805@gmail.com





# FIND A LOCAL CLUB NEAR YOU

## W.A.

CLUB NAME	KEY CONTACT	CONTACT PHONE NUMBER	CONTACT EMAIL
ALBANY MAC	GEORGE TADD	0427 517 618	secretaryamac1@gmail.com
DARDANUP AEROMODELLERS SOCIETY	GRAHAM MARTINSON	0408 711 929	gramart@iinet.net.au
ESPERANCE MAC	ALEXANDER GREGORY WALSH	0439 552 927	pjsam@tpg.com.au
FPV QUAD RACING WA	ROSS MACBETH	0416 652 743	rotorcrossaustralia@gmail.com
GOLDFIELDS MAC	JOHN BATES	0419 951 265	jonbates@westnet.com.au
KALAMUNDA AERONAUTICAL MODEL SOCIETY	GEOFFREY DOUGHTY	0401 000 404	gdoughty@live.com.au
LAKES MAC	MALCOLM STUART BUCKLAND	9528 9427	malcolm.buckland@gmail.com
MANDURAH & DISTRICTS MODEL AERO CLUB INC.	MARYANNE BLAY		jmblay@bigpond.com
MERCURIANS MODEL AERONAUTICAL CLUB INC	RICHARD MATTHEW BELLIS	0408 918 038	rmbellis@bigpond.net.au
MERREDIN AEROMODELLERS	ELIOT MEADOWS	0428 502 766	wunlwunt@westnet.com.au
PERTH R/C HELICOPTER CLUB	BRUCE RUSSELL	0418 954 359	bruce@flash.id.au
SCALE AEROBATICS WA	SIMON WATTS	0414 916 739	simon.watts@iinet.net.au
SOUTH WEST ASSOCIATED RADIO MODELERS SOCIETY	ANDREW MCAULEY	0418 674 986	a.mcauley@hotmail.com
THIRTEEN AND A HALF SQUADRON	VIVIAN CHAPPELL	9 9455 4204	lesleydsl@eftel.net.au
THORNLIE & REGIONS MAC	ADRIAN JOHN DYSON	0427 010 390	dysonic@iinet.net.au
W.A. RADIO SOARERS	INGO K J GERKEN	0414 402 737	treasurer.wars.wa@gmail.com
WA COUNTRY MODELLERS			
WA ELECTRIC FLYERS	NATHAN SPENCE		gnat666@nsm.com
WA MODEL AIRCRAFT SPORT CENTRE	GREG HOLLOWAY	0417 944 051	gregjholl@yahoo.com.au



# FIND A LOCAL CLUB NEAR YOU

## W.A.

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WA RADIO MODELLERS	MIKE JOHNSON	0408 830 133	secretary@warms.com.au
WANNEROO AM	BARRY NEUMANN	0415 568 924	neumann153@hotmail.com
WEST AUSTRALIA MAC	GRAEME COOKE	0413 741 864	graemecooke@bigpond.com
WEST AUSTRALIAN RC JET ASSOCIATION	IAN BAIN	0417 953 213	info@baintek.com.au
WEST COAST MULTIROTOR	BRETT LEICESTER	0418 781 075	bleicester@gmail.com
WHITFORD & DISTRICT MAC	JEREMY JOHNLEA		jandmlea@aapt.net.au

**Disclaimer:**

The editorial staff of WINGSPAN have used what they believe is the latest extract from the MAAA clubs database to construct this this, however if you find information that is incorrect, missing or otherwise please contact your State Association Registrar or the MAAA Federal Registrar and advise them of the issue, correction or omission.



# GOING PLACES



P&DARCS in Melbourne, for their **Annual ASA Monty Tyrrell Scale Event.**

With just over 50 registered pilots over the two days were greeted with perfect weather, and some of the best scale models you will see anywhere. The club wishes to acknowledge and thank the MAAA for their generosity in providing funds to support this event from the Club Activity Program.



**MONTY TYRRELL** *Scale Rally* ASA  
20-21 April 2024  
Proudly supported and run by Australian Scale Aerosport

**Prizes for:**

- Best Civilian/Military Aircraft
- The Monty Tyrrell Award
- Best Turbine Aircraft
- Best Junior Pilot
- Best Scale Built Aircraft

\*Jet Demonstration flight  
\*IMAC Freestyle display  
\*Scale Competition flight

**\$20 pre-entry**  
**\$25 on the day**

P&DARCS & ASA Members receive \$5 discount on entry  
\*All pre-entries receive a free raffle ticket

Non Powered camping sites available  
No certification flights permitted at the event  
Permits required for models in accordance with MOP's

**SATURDAY NIGHT DINNER**

Logos: P&DARCS, ASA, MAAA, SCALE Aeroproducts, DESERT AIRCRAFT, HIF, modelflight RC, BALSA CENTRAL





# GOING PLACES



JUST HAD AN EVENT OR HAVING ONE SOON LET THE WINGSPAN TEAM KNOW AND WE CAN HELP ADVERTISE IT AND WHEN IT IS ALL SAID AND DONE SEND IN A SHORT STORY AND PHOTOGRAPHS FOR PUBLICATION. SHARE YOUR PASSION, PHOTOGRAPHS AND LOVE OF OUR HOBBY.



# GOING PLACES



On Sunday 7th April **MASA and The Noarlunga Model Aero Sports** attended and flew at the **Aldinga Airshow**. It was a tight schedule on a tight flying area but our guys did well to showcase Model Aerosport SA - Inc and the Model Aeronautical Association Australia.





# GOING PLACES



Take a look at the photos we were sent from the **Corangamite Model Aircraft Club Fun Fly Event** at Saturday 24th - Sunday 25th February 2024 Camperdown Race Course, Victoria. It looks like it was a fun day with some great aircraft flown!





# GOING PLACES



Brilliant day at the **VPA Classic Aerobatic Competition** held P&DARCS Saturday 24th & Sunday 25th February.

A good turnout and a large number of classic aircraft on show as well as those actually flying. Lots of humour and banter but as the day wore on the competition became more competitive as each pilot improved at each round.

Four rounds in total and congratulations to the the place getters. Over winner: Tom Bloodworth, Second: Russell Edwards and Third: Norm Morrish





# GOING PLACES



The Sydney Radio Control Society at Wisemans Ferry (SRCS) hosted the **IMAC 2024 Sydney Lowdown** Saturday 20th and Sunday 21st April.

Whilst the weather had moments where it did not want to cooperate it was a great weekend of fun, competitive flying and enjoying our hobby.





# GOING PLACES





## GOING PLACES



Holdfast Model Aero Club recently completed a new Safety Fence Project. The fence is a welcome improvement to the field with increased safety aspects as well as a much neater and more professional appearance.

Kingsley Neumann - Acting President



### CLUB ACTIVITY PROGRAM TO SUPPORT CLUB ACTIVITIES AND EVENTS

#### 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](mailto: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 (David Kennedy) on 0400 020 300 or at [member.services@maaa.asn.au](mailto:member.services@maaa.asn.au)





# FESTIVAL OF AEROMODELLING

**JUNE 22 - 30, 2024 INGLEWOOD AIRPORT, QUEENSLAND**



The Festival of Aeromodelling organised by The Australian Large Scale Models Inc. will be held at Inglewood Airport from June 22nd to 30th, 2024.

The Festival of Aeromodelling is about Fun, Fellowship and Hospitality amongst aeromodellers regardless of the discipline or area of aeromodelling that you are into.

FIND OUT MORE: [WWW.ALSM.COM.AU](http://WWW.ALSM.COM.AU)

**AUSTRALIAN**  
LARGE SCALE MODELS







It's another new IMAC event in Sydney for 2024

# E-IMAC SYDNEY BEACH BASH

**14th JULY 2024**

**WARRINGAH RADIO CONTROL SOCIETY**

PRACTICE & COACHING - SATURDAY 13th  
COMPETITION - SUNDAY 14th  
REGISTER: [www.scaleaeros.com.au](http://www.scaleaeros.com.au)







# Boomstrike!

RC HELI FESTIVAL

12-14 July 2024

~International Special Guests~

*Kenny Ko (Taiwan) and Nick Maxwell (USA)*



EVENTS



FUN FLY



3D SMACK SESSIONS



AWARDS



PILOTS DRAW

Loganholme Aeormodellers Radio Control Society (LARCS)  
Burchill Street – Loganholme - Queensland – Australia

Pilot Registration \$50

PROUDLY SUPPORTED BY

**SOXOS**  
AUSTRALIA



  
**GOOSKY**

 EQODRIFT

  
**MAD UP HELI**

  
**XZ POWER**

  
Performance · Precision · Power

To Register or Enquiries: [boomstrikeau@gmail.com](mailto:boomstrikeau@gmail.com)





TOOWOOMBA AMATEUR RADIO MODEL AERO CLUB



# 50TH ANNIVERSARY CELEBRATION

# FUN FLY



# & BOOT SALE

Bring items to sell and make a modest donation

Celebrate our 50th Anniversary!

Bring any model you like.

BBQ lunch provided. Soft drinks available for purchase

Tea & Coffee provided

Come and join in the fun.

We're on the New England Hwy, just 1.4kms south of KMart.

Check our website for directions

## 9th of June

Flying begins at 9:00am Spectators welcome!

Proceeds from the day go to Angel Flight.



[tarmac.asn.au](http://tarmac.asn.au)



**E-IMAC**  
ELECTRIC SCALE AEROBATICS

# SPARKS @ LARCS

## 21 JULY 2024





**QUEENSLAND TURBINE FLYERS**

# GOONDIWINDI JUNE 20 - 23

**REGISTRATION OPEN**

**QTFSECRETARY@GMAIL.COM**

**SATURDAY NIGHT PILOTS DINNER**

**CAMP AT THE AIRPORT**

# WINGSPAN

## SEND IN YOUR STORIES & PHOTOS

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

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





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.



[MAY / JUNE 2024](#)



[FEB / MAR 2024](#)



[DEC 2023 / JAN 2024](#)



[MAY 2021](#)



# THE BACK PAGE

BE HONEST, WE'VE ALL HAD THAT CONVERSATION!

Hmmmmmm

No honey, that's the retail price. I don't pay anywhere near that much for my planes. Really!



