

NOV 2016

MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA
QUARTERLY MAGAZINE



WINGSPAN

MEMBER NEWS • TRAVEL • EVENTS • OUT AND ABOUT • SAFETY MATTERS

PIONEER'S LASTING LEGACY

BY ROSS WOODCOCK

2016 LUSKINTYRE RC
SCALE FESTIVAL

PHOTO GALLERY BY DINO RIEBOLGE

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TAKES FLIGHT

WITH NORTHWEST AEROMODELLERS CLUB

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The MAAA are always keen to hear about your successes or story ideas for Wingspan. Please send your ideas to me at editor@maaa.asn.au.

PRESIDENT'S MESSAGE

President: Neil Tank



SENATE ENQUIRY INTO THE FLYING OF REMOTELY PILOTED AIRCRAFT (RPA) "DRONES"

Fast take-off for multi rotors

The flying of Multi Rotor aircraft, commonly referred to as "Drones", is a fast growing aspect of our sport/hobby and is growing faster than any other discipline. Other disciplines have

been adopted in a slow and steady manner; but this is not the case with the introduction of multi rotors. Combined with the rapidly growing development in technology, there has been an explosion in the take up of multi rotor flying. In the past, one needed to learn to fly and save to purchase or build a model. These developments evolved slowly and in line with conventions of the day. This is not the case with multi-rotors, which are now available in most departmental stores at very affordable prices.

The introduction of multi rotors is great for our hobby/sport as it opens avenues for increased membership and increased enjoyment in our sport. With every plus however, there is a minus. The ease of flying multi rotors has brought with it challenges we all must face. Issues such as the invasion of privacy, interference with full size aircraft and illegal flying to name a few.

New CASA Regulations

Commercial operators have also entered into the mix and as such the Civil Aviation Safety Authority (CASA) has seen fit to introduce regulations which ensure these persons also operate in a safe regulated manner. These regulations came into effect on the 29th of September and were aimed at reducing the cost and legal requirements for lower-risk commercial remotely piloted aircraft (RPA) operations. The new regulations for licensing are based on the weight of the aircraft. Operators of any aircraft under two kilograms were still required to obtain a permit from CASA but not required to complete the rigorous testing if they comply with stated conditions. These amendments do not relate to the recreational use of model aircraft.

Federal Senate enquiry

As a consequence of concerns raised by airline pilots, airline operators, Air Services and perhaps current commercial operators, the Federal Senate has moved to put on hold the introduction of the new regulations pending the outcome of a Senate Committee Investigation relative to safety implications of the new regulations. The terms of reference for the committee investigation however goes further than the proposed new regulations and includes the use of model aircraft for sport and recreation. i.e. they will examine amongst other things:

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Enquiries about Wingspan, including advertising, feedback and story ideas can be emailed to editor@maaa.asn.au

► REMEMBER, IF YOUR CLUB IS INVITING MEMBERS OF THE PUBLIC TO AN EVENT, FEEL FREE TO ADVERTISE IT ON THE MAAA WEBSITE!

Go to: <http://www.maaa.asn.au> to add your event.

PRESIDENT'S REPORT CONTINUED...

The flying of Multi Rotor aircrafts, commonly referred to as "Drones", is a fast growing aspect of our sport/hobby and is growing faster than any other discipline.



- the existing industry and likely future social and economic impact of RPAs technology;
- the potential recreational and commercial uses of RPAs, including agriculture, mining, infrastructure assessment, search and rescue, fire and policing operations, aerial mapping and scientific research;
- insurance requirements of both private and commercial users/operators, including consideration of the suitability of existing data protection, liability and insurance regimes, and whether these are sufficient to meet growing use of RPAs;

Similar enquiries have been and are currently being conducted in other parts of the world including Europe, Great Britain and USA.

The move by the FAA to significantly restrict activity and require the registration of 'drones' has been a fairly well publicised move with (limited) consultation and input from the AMA (Academy of Model Aeronautics). Any outcome from this move is yet to be verified. The European Aviation Safety Agency (EASA) received a submission during their meeting in September 2015 on behalf of all model flyers within Europe, essentially arguing that model flying should not be subject to any additional regulation and should be left to each European Member State to regulate (as per the current situation). FAI/CIAM, responsible for competition and records for UAVs (Drones), is also encouraging member countries, through their NACs, to actively engage and work with their regulatory bodies to protect airspace for sport and recreation aviation activities.

Some countries have even gone to the extent of banning all types of RPAs including model aircraft. All is not gloom and doom however, the MAAA has been invited by the Senate Committee to provide a submission and perhaps present oral evidence.

MAAA advocacy for our sport

The MAAA's current position is that we, as an organisation, strongly support the proposition that model aircraft and other RPAs flying must be safe, within the law, must never endanger full size aircraft aviation or interfere with the safety of other persons. However we do not support any reduction in the manner in which our clubs and members operate within the current regulatory framework and exemptions provided by CASA.

The Executive is currently in discussion with our legal advisers and are preparing a written submission for presentation. The written submission will not only represent the view of our members but will also seek to preserve the rights of all aeromodellers in Australia. Submissions must be presented by the 15th of December and the Committee enquiry completed by the end of April 2017.

In the meantime, we will continue to keep members informed of the progress.

Until next time, have a fun, safe flight.

Neil Tank
President

SAFETY FIRST

SAFETY FIRST AND FOREMOST FOR MAAA MEMBERS



The MAAA has created a 75-year legacy as Australia's largest flying organisation, committed to providing the best and safest flying experience for our 10,000 plus members. Bringing together our members' collective knowledge, we can effectively manage accidents and incidents for our members and clubs, helping to keep the skies safe and our pilot's injury free so you can continue to enjoy the camaraderie, fun and thrills that the sport provides.

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

Unlike any other association, the MAAA conduct thorough investigations in order to ascertain what accidents or incidents are trending. We then seek to put corrective action in place, reducing the potential risks for all the MAAA community while protecting the reputation and future of the sport loved by many.

How does the MAAA help you?

The MAAA adopts a "just culture" when investigating accidents and incidents, so that our members can have open communication with us and not feel fearful in reporting an incident or be concerned about repercussions. The MAAA doesn't blame members- our job is to keep you, the clubs and your planes safe. By receiving reports on incidents or accidents, no matter how insignificant you may feel it is - we can look at reoccurring trends and come up with a resolution that ensures the sport is safer now and into the future.

Head over to our website to read our prepared FAQ's (<http://www.maaa.asn.au/incident-accident-faq>), to help you better ascertain what type of incidents and accidents are dealt with by the MAAA, who needs to complete an accident/incident or investigation report and what happens with third party insurance claims.

For other information on incident management please see <http://www.maaa.asn.au/incident/accident-management>

The MAAA is currently building an online version of the MAAA Incident Report form and MAAA Incident Investigation form online to make the entire process easier, faster and more assessable.



7 SIMPLE STEPS

For managing an incident and accident

1. The Club (or Contest/Display Director of an event) should advise the MAAA Secretary immediately when an incident or accident has occurred. This can be done 24/7 via email secretary@maaa.asn.au or via phone (07 3207 9067) (leave a phone message after hours).
2. The Club (or Contest/Display Director of an event) should obtain a MAAA Incident Report form and MAAA Incident Investigation form available from the MAAA website www.maaa.asn.au/forms. These forms should be completed with witness statements, photos, plans, maps and any other documentation considered necessary. Too much information is better than not enough.
3. The Club (or Contest/Display Director of an event) should investigate and identify corrective actions to minimise the possibility of the accident/incident reoccurring. The club should complete a MAAA Incident Report form and MAAA Incident Investigation forms and send the completed forms to the MAAA Secretary. It is important that the Club (or Contest/Display Director of an event) includes recommended corrective actions in the appropriate section of the Investigation Report to assist the MAAA Executive in considering 'close out' of the incident.
4. The MAAA Secretary will send the Incidents Report and the Investigation Report to the MAAA executive and the state associations receive a copy. Where there is a potential insurance claim, the MAAA secretary will also forward the reports to the insurance broker to advise the insurance company of an accident/incident and the potential of a claim.
5. The MAAA Executive will review at the next executive meeting all new Incident Reports and Investigation Reports and make a decision about closing the incident/accident.
6. The MAAA office communicates with the member and club about the decision and course of action that needs to be taken. Following the completion or closing of an accident, clubs are expected to implement and enforce the agreed effective risk management strategies to reduce the possibility of the accident reoccurring.
7. Once the incident is closed, a summary is than placed on a 12-month rotational table within the executive minutes which are circulated to all state associations.

CUTTING THE WAY TO MORE FUN FILLED FLYING

BY PETER VAN DE WATERBEEMD - BEGA DISTRICT MODEL CLUB SECRETARY

At Bega District Model Club, we are keeping our wings in full flight while improving our field conditions thanks to the ongoing support and financial assistance of the MAAA.

In the recent 2015/2016 Club Assistance Scheme, we were thrilled to receive \$7000, which we have used towards buying a new lawn mower for the club.

As like all clubs across Australia, we think it is important to continue to make improvements to both the club's facilities and flying fields- enhancing the flying experience for

all members, ensuring our sport maintains its fun-filled attitude and high safety record.

The grant we kindly received from the MAAA was used as part payment to the cost of a mower. We can now effectively mow the landing and control line area, avoiding any potential crashes. Members have commented on the enhanced flying experience due to the smoother take-off and landing strip.

Not only has our flying field been improved but the mowing time has been dramatically reduced,

meaning members can get the hard work out of the way and continue to enjoy the sport we love.

From the MAAA

Stay tuned for the MAAA's next club assistance scheme opening in February 2017.

Thank you to Peter for providing his fantastic story.

Avalon AIRSHOWS DOWNUNDER 2017

Any of you aero modellers interested in volunteering to work at Airshows Downunder next February/March 2017?

The minimum time to work is 4 days, from Thursday 2nd March to and including Sunday 5th March. Although the show runs from Monday 27th February.

There is free camping available at Lara, bring your own campervan, caravan or tent. No power is available.

The Airshow provides volunteers with a uniform, shirts and hats, breakfast, lunch and evening dinner. Also gives each volunteer 2 adult or 1 family entry ticket to the show. You get to see the airshow each day and at night, plus access to the exhibition from Friday to Sunday.

There is training in marshalling of aircraft in Ground Operations.

For more details contact David Axon, on 0409 942 113, or taa@netspace.net.au.

MAAA'S DELTA DART PROJECT

BUDDING PILOTS TAKE PART IN MAAA'S DELTA DART PROJECT.



The MAAA are thrilled to have raised awareness and generated interest amongst the younger generation in the sport of aeromodelling, creating career pathways for budding pilots at Calamvale Community College.

The Year 10 UAV Robotics students recently completed the Delta Dart project- funded by the MAAA to engage students and introduce them to the principles of flight, aircraft engineering and aircraft manufacturing. The project also gave an understanding of aerospace as a career aspiration.

The project saw students build a rubber band powered aircraft, broadening their knowledge of the basic parts of an aircraft and how it flies without assistance of a radio control system.

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"Throughout Term 1 the students built the Delta Darts followed by the construction of two radio control aircrafts to build an understanding of the theory of flight and the components that make flight possible," said Chris Paterson, Calamvale Community College Technology Teacher.

"The students were excited to see their aircraft fly and all flew well. The Year 10 UAV Robotics students wish to thank the MAAA for the opportunity to build and fly the Delta Darts."

The Delta Dart Project is a great initiative by the MAAA, providing a great introduction into aeromodelling.

The MAAA continues to support its members and the broader community to educate and inspire people on the exciting, family-friendly sport.



PROMOTE YOUR CLUB

List your club on the MAAA website

Promote your Club on the "Find a Club" search on the MAAA website.

To submit your club's details to the "Find a Club" search, navigate to <http://www.maaa.asn.au/how-to-add-a-club-listing> and simply fill out the form.

To update an active listing, simply click the "Update to an existing listing" field. Once your club's details are submitted, you can expect to see your club live within 3 working days. Thank you.



Bringing the Best Brands to Your Door



LUSKINTYRE RC SCALE FESTIVAL 2016

2016 LUSKINTYRE RC SCALE FESTIVAL SOARS TO THRILLING HEIGHTS

INTERNATIONAL AND NATIONAL PILOTS TAKE THEIR SPIRIT OF FLYING TO THE SKIES FOR ANNUAL AERIAL SPECTACULAR.

The 2016 Luskintyre RC Scale Festival saw the skies of the Hunter Valley come to life for a three-day aerial extravaganza- the ultimate remote control scale aircraft competition, showcasing fast, fun flying for the whole family.

Run by the Flying Scale Aircraft Association of NSW (FSAA) and supporting the local Westpac Rescue Helicopter Service, this spectacular event held at the Luskintyre Airfields from 28-30 October, showcased the best of the best with world-class elite pilots and local talent soaring to thrilling heights.

A visual feast of movement and colour saw more than 2000 people looking to the skies for the annual festival, with 150 modellers including pilots and helpers coming together to ensure the weekend was filled with thrills, fun and camaraderie.

On show were a variety of model scale aircraft disciplines including R/C Scale, Gliders, Control Line Combat, Control Line Stunt, Free Flight and Floatplanes. World-class Aussie pilot Peter Goff, descended on the Luskintyre Airfield, giving international and national pilots a run for their money.

Peter said his love for building and flying scale airplanes in festivals

like Luskintyre, provides endless satisfaction as well as a sense of achievement.

International USA champion pilot Mike McConville also took part at the festival with his future now firmly set on the competitive Australian RC Scene. FSAA President, John Crockford said he would like to thank the MAAA for their sponsorship of the 2016 festival and for making it such a successful event year after year.

"Without the MAAA's financial support, the logistics required for the event would not have been made possible. Many thanks to the MAAA for your vision and support," he said.





"There has been positive feedback from both the participants and the general public who attended, and in addition the Luskintyre owners have commented favourably on the way the event was run."

"The FSAA was pleased to have directly contributed more than \$9000 to the Westpac Rescue Helicopter Service, Lochinvar Primary School and the Luskintyre Flying Group. This does not take into consideration the many thousands of dollars indirectly injected into the local community."

The first day of the festival was exclusively for modellers with the 29th-30th open to the public with air shows and events, providing a fast, furious and fun day out for the whole family.

President of the MAAA, Neil Tank said the festival was a great family event, the perfect opportunity to expose our sport to the broader community, as well as bring the aeromodelling community of Australia together to celebrate their achievements, while having fun with friends at the same time.

Mike O'Reilly from O'Reilly Model Products- a key sponsor, said he was impressed by the overall success of the event and looks forward to next year's competition.

"The Luskintyre event went very well and we would be happy to be involved again next year," he said.

PILOT AWARDS

Awards were given to three stand out pilots over the course of the weekend as well as the title of Man of the Match.

- Alf Williams from the City of Maitland Society Aeromodellers took our 1st place for his Tiger Moth (Best Scratch Built)
- Steve Thomas from Toowoomba took out 2nd place for his Consair (Best Modified ARF)
- Steve Miller from Canberra came 3rd for his Zero Flight (Best ARF)
- Man of the Match was awarded to Gwyn Avenell who flew from New Zealand and donated his time to man the flight line.

Festival sponsors also included the MAAA, The FSAA and Spektrum.

A special thanks goes to Dino Riebolge for his photos taken over the three-day event.

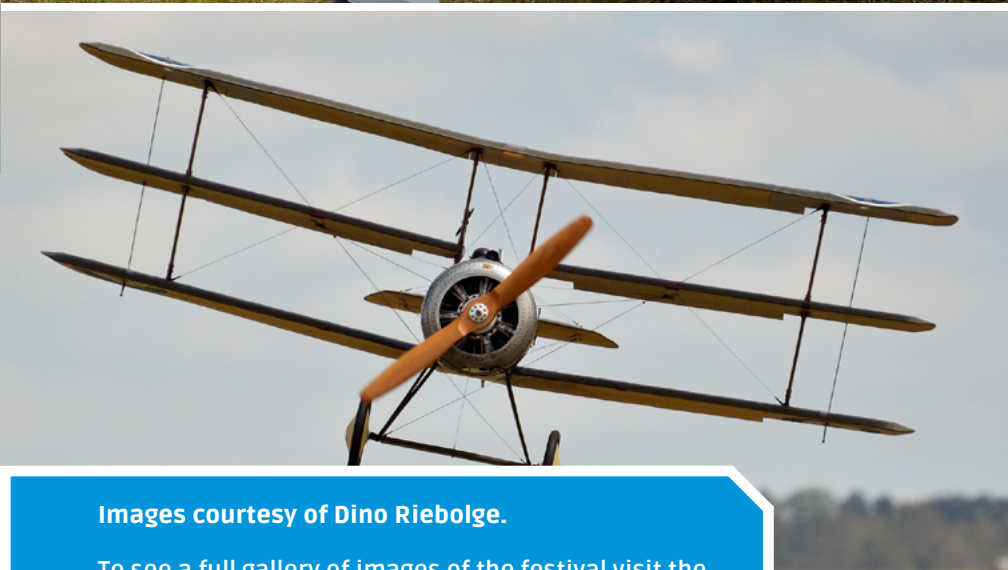




2016 LUSKINTYRE RC SCALE FESTIVAL

GALLERY OF IMAGES





Images courtesy of Dino Riebolge.

To see a full gallery of images of the festival visit the MAAA website event gallery at www.maaa.asn.au/luskintyre-rc-scale-event-2016-gallery





AUSTRALIAN MODEL FLYING DAY



AUSTRALIAN MODEL FLYERS TAKE TO THE SKIES, RAISING FUNDS FOR THE ROYAL FLYING DOCTOR SERVICE.

Australian model flyers from all over the country have taken flight all in the name of charity, raising funds for the Royal Flying Doctor Service during the MAAA's annual Australian Model Flying Day on 22-23 October.

The MAAA is proud to hold this nationwide, family event, supporting their clubs as well as providing vital funds to such a worthy cause as the Royal Flying Doctor-Australia's 24-hour emergency service that assists people in need.

Following the success of last year's event, more than 40 clubs took to the skies this year, showing their support. But the action wasn't all happening above, there was a great atmosphere and camaraderie on the ground as well with many clubs hosting BBQ's and lunch for community members and guests.

MAAA president Neil Tank said he was delighted with the outcome of the annual event, which not only raised vital funds for the Royal Flying Doctor, but also highlighted to the Australian

public the fun and thrills that can be experienced in the sport of model flying.

Roaring Forties Aero Modellers Club Secretary William Deal said more than 25 people and 12 flyers attended their local Australian Model Flying Day, held at the club's field in Mangalore in Southern Tasmania.

"We raised \$155 for the Royal Flying Doctor and had a great get together with members and friends. What more do you need for a good day out," he said.



"We had a group of varied models that included a scale Taube Monoplane (Saito 4 stroke) flown by Andrew McEntyre, Tomboy (MPJet 040), radio assist flown by Tony Sheppard, Boomerang (Jet Turbine Powered) flown by Gavin Hallam to list just a few. Many aerobatic models were flown too as the members practiced for aerobatic events."

The South Hummocks Model Aero Club in country South Australia also dug deep for the Royal Flying Doctor, holding a special fun flying day to raise much needed

funds for the chosen charity. Their event saw pilots taking part in timed flights, dice take-off and loops and spot landing to name a few.

This is the first time the club has taken part in the Australian Model Flying Day but said because they had so much fun, they have marked it in their club calendar for next year.

The entry fee to the event was a \$5 badge and all proceeds raised have gone directly to the Royal Flying Doctor Service.

The MAAA would like to extend its thanks to all clubs who took part in this year's successful event.





Joan McIntyre has judged events in Luddenham in Sydney

WORLD'S HER OYSTER **DEFYING** THE GROUND RULES

WITH JOAN MCINTYRE

TRAVEL MAKES THE WORLD GO ROUND FOR DARING F2B AEROBATIC CONTROL
LINE JUDGE JOAN MCINTYRE

A smooth flight and a good landing will get a control line aerobatic pilot top accolades at any world championship competition.

Those same qualities are what make a competition a memorable travel experience for Aussie FAI F2B Aerobatic Control Line judge Joan McIntyre, from Berowra in Sydney's northern suburbs.

Throw in picturesque scenery, culinary indulgences and cultural experiences and the retired teacher reckons she has one of the best jobs in the world.

As one of a handful of women judges, she sees herself as

fortunate to receive invitations to judge events from international aeromodelling organisations.

Since her first foray into judging aeromodelling abroad in the US in 1999, Joan, 73, has travelled the globe to the US, Spain, Norway, Serbia, Poland, Hungary, Bulgaria, and this year to Perth, Western Australia.

Although hectic schedules are prohibitive, she does try to shoehorn in some sightseeing or at least taste the local cuisine.

"The European events are during the glorious northern hemisphere summer and many are in smaller,

out-of-the-way towns which gives tourists a true feel for a country," she said.

"I often don't get time to immerse myself in the culture but I do have the opportunity to meet new people and that's very rewarding."

The evening opening of the European championships inside a 1000-year-old Serbian fortress was etched in her memory and Joan said she would jump at the chance to return to Eastern Europe. Norway was also a favourite spot and is where Joan made life-long aeromodelling friends who visited Sydney after attending



Aerobatic control line judging has taken Joan to places such as Barcelona (below left & right) and Muncie in the US (below centre)



Above: Joan at the European championships in Hungary in 2013



this year's highly successful World Championships in Perth in May. Serendipity played a part in Joan being able to combine her two passions of aeromodelling and travel.

"During the early years, I would usually assist others by holding the model, getting fuel all over me or generally helping out," she said.

"One day at Kuring-gai, I saw a very experienced woman, Jenni Reeves, judging a competition and I was inspired.

"That's when I took aeromodelling to a new level and got my wings

and I flew (into judging). I never expected the role to go further than the club level but I am delighted that it includes world travel," she said.

Her love of judging and travel meant she was willing to wear the out-of-pocket expenses to attend world and European championship events.

But the Model Aeronautical Association of Australia contributed hugely and paid a portion of the travel costs – giving Australian judges a greater chance of being selected for international competitions.

"The MAAA has been wonderful and its financial contribution has meant Australian judges are on a more equal footing with those from Europe," Joan said.

Her only regret? She's never been lucky enough to judge a world competition in France. But there's always next year.



MEMBER NEWS

DANIEL HAS GIVEN US AN INSIGHT INTO HIS PASSION FOR THE SPORT AND HIS ENJOYMENT OF BUILDING TO FLYING

Local Hunter Valley pilot Daniel Carpenter first fell in love with the sport of aeromodelling at the age of eight. Many years on he has made a successful career out of it. Daniel has given us an insight into his passion for the sport and his love from building to flying (and everything in between).

"I was an undecided 8-year-old boy who couldn't decide what toy to wish for, for my birthday. I decided that I wanted an RC plane so I

asked for cash and did jobs to earn pocket money until I could afford a kit (a Telemaster 66). I was nine when I finally had all the parts to make it fly.

A chance meeting with a local senior pilot, Kevin, proved to be a big help. He gave me heaps of advice one afternoon and one week later, he sponsored my membership into the COMSOA Club (City of Maitland Society of Aeromodellers). There he test flew my plane for me and proceeded

to teach me to fly. The joy and triumph of seeing it lift from the ground that first time was unforgettable.

I successfully learnt to fly my RC plane over the following months. Flying sponsored a love of physics, fine machinery, engineering and craftsmanship. I guess it was always in me, it just took this hobby and these people for me to realise it. On reflection it seems that my experience of joining the club as a young man liberated me



Daniel Carpenter teaching his fifth student, his seven-year-old son to fly.



to discover and become 'me'. I became a full-size aircraft pilot and an engineer.

Thanks to those formative years, I am happy with my chosen career, hobby and my close friends. These are the people I have to thank. I have also introduced and taught four newbies to fly RC and I'm starting on my fifth student – my seven-year-old son.

It was only a few years ago that I ventured out to neighbouring flying clubs to partake in 'scale rallies' and 'fun fly' days. After some encouragement I even entered a scale competition a few months ago and a second one just recently in Richmond. Incredibly, I placed third in the 'flying only' (easiest) category but it was largely due to

good fortune, not skill. Overall I did really enjoy it and I am practicing for the next one.

There are many facets to flying RC planes such as scale, aerobatic, racing, indoors, park flyers, giant-size, jets, helicopters, control line and the latest FPV craze.

I fly 'scale' aeroplanes. My passion is for the 1904 to 1945 period of piston engine, propeller driven aircraft. I believe the perfect scale model plane is one that gives its pilot the nearest possible experience to flying the full-size example. The sound, the character, the spectacle, and the feel. Even the smell (you wouldn't believe how close a castor oil-soaked model WWI Sop replicates the smell of the original).

Right now my workshop is home to a 1/4 scale Piper Super Cub, a 1/3 scale Slingsby Petrel vintage glider, an 80" Hawker Sea Fury, a 83" MkIX Spitfire under construction and a few smaller fun-and-giggles foamies.

I love the sport because I like the challenge. You never really conquer this hobby. Like a golfer you are always striving to do better - to achieve perfection in the design, build, detail, flying realism and piloting skills.

But, like a lot of enjoyable activities and hobbies, it's the friends you make along the way and experiences you share that make the whole journey so worthwhile."



PIONEER'S LASTING LEGACY

HERITAGE MEANS EVERYTHING TO MODELLER ROSS WOODCOCK

FROM the very first time 12-year-old Ross Woodcock heard a model aeroplane soaring above his head, he set his sights on flying.

That was in 1950 and ever since, he has stuck to his dream to fly and build model aeroplanes.

In fact, he was so passionate about pursuing his dream of flying, he even landed an apprenticeship with de Havilland in Bankstown in 1953 before taking up a full-time position with Qantas in 1959.

Like most clarion moments, when Mr Woodcock first heard the sounds of a control-line engine overhead, he was in no position to act.

He and his family were in a cemetery in Windsor, central New South Wales, checking out gravestones to trace their family tree.

But less than two years later, the young Ross and his mates were regularly flying their hand-made balsa planes in local parks.

Their fanaticism was catching and it took father Les Woodcock no

time at all to realise the scope of the sport extended further than the local park.

"Dad was of the belief that for you to belong, you had to take part, which is why he started up the Epping District Model Flying Club," Ross said.

"As a 15-year-old at my very first NSW state association club meeting, I still recall a major subject of discussion was how to include juniors in activities and get them involved – which is still up for discussion today.

"Back then, the aeroplane model luminaries were all in their late 40s or 50s and that's the same today – nothing's changed in the sport's appeal."

Although the sport still attracts both young and old, Ross said flying was becoming more accessible to the time-poor but cash rich rookies who could buy an aircraft off the shelf.

"Today, you don't have to be a modeller to be a model flyer," he said.

"But I am from the old school and I

still believe that to be a real flyer, you have to build your own.

"It can be all too easy today to buy a ready-built plane off the shelf which means the only equity some have invested is the price they paid, so when the novelty wears off, they move on to the next fad."

Flying was never a fad for Ross, who counted the sport in his top two life priorities along with wife of 55 years, Margaret.

His dedicated determination for model aeroplanes was evident when he led a team of Qantas retirees and apprentices to build two full-sized Avro 504 (Dyak) craft in time for the 1988 bicentennial air show at Richmond in Sydney. The Avro is now housed in the Qantas domestic terminal at Sydney Airport and the other at the Qantas Founders Museum at Longreach.

While working at Qantas, Ross also built a quarter-sized DH50 for the Royal Flying Doctors. After retiring, he built a quarter-sized replica of the Southern Cross, now housed in the US.



Below from left to right: Ross with his beloved Avro
Centre: His B17 Flying Fortress. Built in 1996
Right: 1/4 size model of the Ansaldo SVA5 Italian WW1
fighter. Quoted in the Guinness Book of Records as the
fastest fighter in WW1

Above: Avro 504 Dyak 1/4 size model he built
and was originally displayed in the QANTAS
ticket office in Longreach. It was relocated to
the museum in Winton and destroyed in a fire.



And although he may be one of the country's older flyers, he reckons he is not the oldest and is still young at heart.

"It is a great way to stay young and I have still kept my childish attitude towards flying which is all I ever wanted to do in life as I was never one for bowls, the pokies or golf," Ross said.

Looking back over his six-decade association with modelling, he said the biggest changes were in the reliability of radio equipment and the high-quality technology.

"The weather may not have improved but technology certainly has and we no longer have to rely on internal combustion engines. Even the materials are high-quality."

And the sport will continue to change, Ross said, as "virtual flying" takes off and more take up First Pilot Viewing, for a truer flying experience albeit from the ground. But that doesn't bother Ross who said older patrons, along with authorities such as the MAAA, will still have parts to play ensuring the sport remains safe and fun.

"Models will still have to have wings, tails and fuselages and everyone will still have to abide by the rules which have been tried, tested and proven by the MAAA," he said.

"As technology advances, it is even more important that those who push the boundaries and break the rules are kept in check.

"And with models being built out of very tough composite materials, flyers are testing them and undertaking more rash acts."

Although Ross believes he won't keep pace with virtual and computerised flying, his heritage and history of his family's involvement in modelling will continue with his son Colin, who also works for Qantas and is an avid modeller.



MANAGEMENT MATTERS

MAAA LAND POLICY OPENS NEW HORIZONS

Flying with the MAAA is about fun, friendship and camaraderie. For over 75 years the MAAA has been Australia's largest flying organisation and our goal is to give our 10,000+ members the best possible flying experience. One of the ways the MAAA supports its members is by providing support to clubs affiliated with a state association affiliated with the MAAA.

What support is available?

Understanding that pilots need fields to fly, the MAAA has long recognised that the future of aeromodelling within Australia rests in the ability of clubs and state associations to purchase and maintain flying sites. To facilitate this process, the MAAA has an active policy to assist its members in purchasing, developing and improving miniature aircraft flying sites throughout Australia.

How does it work?

The policy, MOP13, allows state associations affiliated with the MAAA to make an application for

the MAAA to purchase (and retain ownership) of a model aircraft flying site. The site is then leased back to the state organisation. By way of example, the MAAA is in the process of purchasing land for MASA and VMAA.

What's the process?

Applicants must submit a comprehensive business case to the MAAA Federal Secretary and Executive for review. An independent MAAA member Review Group will then consider the proposed purchase and make a recommendation to the Executive. The final decision will come from the MAAA Council and will be informed by the recommendation from the Review Group.

How to make an application.

Taking advantage of the policy requires following a few simple procedures intended to ensure land purchase applications are submitted and processed in a transparent manner. Applications need to answer a range of criteria to be considered.

Some of the criteria include the following:

Fit-for-purpose: Whether the property is suitable for use as a model aircraft facility.

Fair market value: Whether the purchase of the property is value for money.

Multi-purpose field: The capability of being used as a multi-discipline field. The potential for development for model aircraft use.

Council restrictions: Whether restrictions of use approved by local government or other organisations is prohibitive to the association purposes.

Noise: Results from noise testing requirements within the local EPA parameters.

For more information download the MOP 013 from the MAAA website (visit maaa.asn.au/mop13). Speak to your contact at your state association to find out more information.



TOM BUTLER NOW HAS THE WINGS TO FLY

For Tom Butler, the sport of model flying has given him a set of wings and allowed him the freedom to fly.

Developing a passion for flying from a young age- having watched his father as an air traffic controller, Tom set his sights to the skies and was accepted into the RAAF in 1999 to fulfil his dream of becoming a pilot.

Unfortunately, disaster struck in 2000 when Tom broke his neck after misjudging the depth of the water he dove into, leaving him a quadriplegic and his dreams of flying, shattered.

It wasn't until 2011 that Tom discovered videos online of people flying RC planes and was instantly hooked. Unsure how he would control the plane with limited movement in one of his arms, Tom came up with the idea to fly the planes with his mouth. "After getting hooked on the idea of

flying, I spent many hours Googling transmitters and thinking about how I could fashion a controller I could use," he said.

"I asked a friend with soldering skills if they could remove the control sticks from a standard transmitter and extend the wires. We then mounted the sticks in a lunchbox as close together as possible and velcro-ed it to a flexible mounting arm positioned near my mouth. That allowed me to see over the controls without too much hardware obstructing my vision."

Now with his control system organised and ready to go, Tom needed a place to fly that would welcome and support his disability.

The Northwest Areomodellers Club in Highclere, Tasmania have supported Tom in developing his skills and

knowledge of the sport. Even though he is unable to get there as often as he would like, he said the fields were great for flying and the club members extremely welcoming. He was very thankful for their hospitality and their support in arranging to get one of his transmitters, which was donated through OMP.

"After my first successful flight, I have to admit that I shed some tears of joy," Tom said.

"After so many years of being able to just control a computer, it was an incredible feeling to be outside and actually doing something physical. Now I've made some great new friends and get out as often as possible to go for a fly."

Details of Northwest Areomodellers Club in Highclere, Tasmania. Club President, Steve Ralph



OUT & ABOUT

TEAM AUSTRALIA RANKED 4TH OVERALL AT WORLD DRONE RACING CHAMPIONSHIPS

The sport of aeromodelling is soaring to new, thrilling heights with FPV (First Person View) racing captivating the world's attention and becoming one of the fastest growing sports around the globe. FPV racing is an exciting and fun-filled sport, combining on-board cameras, high-tech drones and high-speed racing.

Pilots operate their drones wearing goggles or using a screen, creating a virtual personal flight experience, as judges time the races using similar goggles or a screen.

Drones can reach speeds of up to 100kms per hour, requiring a high level of skill, precision and agility by the competing pilots.

In August this year, 56 competitors showcased their speed and skills for the first ever MAAA Australian Drone Racing National Championships, held on the Gold Coast.

Races were run over five laps with the pilots vying for their place to compete in the prestigious World Drone Championships.

Thomas Bittmatta dominated the skies and was awarded Australian's first ever Australian Drone Racing Champion. He travelled with four other finalists (Michael Webb, Mark Cocquio, Rudi Browning and Evan Leipold) who competed at Hawaii's renowned Kualoa Ranch in October. Pilots from over 30 countries around the globe also took part, flying through the world-class course vying for the title of the World Drone Racing Champion as well as walking away with \$100,000 in cash, prizes and trophies.

During the competition, teams were required to manoeuvre their drones through 13 rings and three H-shaped gates before crossing the finish line.

Australian FPV Racing Association Secretary, Tighe Brown said overall Team Australia was ranked 4th at the world championships, proudly taking to the Hawaiian skies, showing their skills while putting Australia on the map for the sport of FPV racing.

"The sport and future of drone racing is here to stay and can only

get bigger and better from this point and 2017 is going to be an interesting year," he said.

Under the Civil Aviation Safety Authority (CASA) rules, commercial drone operators are required to register with CASA and notify CASA where they intent to operate. Heavy penalties apply to those who break the rules. The rules have been set to promote the safety of people, property and drone operators. As supporters of FPV racing, the MAAA is about fun, friendship, camaraderie and safe flying. For 75 years their goal has been to give their members the best possible flying experience in a fun and safe environment.

The MAAA is leading the move to a stronger focus on safety and privacy, ensuring the sport of FPV continues to grow and be supported around the world.

The 2017 Australian Drone National dates are yet to be released.



IMAGES Michael Greves Photography

PILOT AWARDS

Left: MAAA President Neil Tank was delighted to award the Hall of Fame plaque to Roy Summersby for his achievement in placing 2nd in the F1C Free Flight 2015 World Championships in Mongolia.

Right: Roy sending one of his F1C power models skywards



Adelaide Air Races 2017

20TH ANNIVERSARY OF GOLDEN ERA RACING



The Constellation Model Flying Club will host the Adelaide Air Races 2017 from Friday the 31st March to Sunday 2nd April. The venue remains the Constellation MFC at Waterloo Corner, a short drive North of Adelaide.

You are invited to compete. An entry spot will be held for you until February 28th 2016 and your entry will be accepted up to this date. An

entry after this date will be on a "first come first served" basis, and will be subject to the committee's approval. Please note an entry will only be accepted on receipt of a complete and signed entry form and the required fee.

Seven classes of racers will be flown:- GOLDEN ERA Inline, GOLDEN ERA Radial, RENO, FORMULA 1 (including eastern states F1), AT-6, Extreme 20/30 and eastern states F2.

As the event will be open to the public, Pilots must have MAAA Gold Wings endorsement and all aircraft irrespective of weight must have a "Permit to Fly", valid at least 21 days before the event. Entrants will be required to make a declaration that they have flown the aircraft for at least 6 flights before the event.

For further information and the required on the entry form please go to www.maaa.asn.au/AdelaideAirRace

Norfolk Island Fly In

ALLEN DANVERS CHALLENGE



Come & join in the fun of an overseas TMAC weekend fly-in on Norfolk Island! Meet the locals who will share their favourite flying spots around the island. Bring your big planes and gliders (plus this year there will be some indoor night flying!) to cover all conditions.

Combine this unique event with plenty of time to immerse yourself in the beauty of Norfolk Island's beaches, stroll or bike through our magnificent rainforests chill out on our pristine

beaches or just enjoy a break away from it all. Norfolk Island has all the makings for a wonderful holiday and start to this summer.

Save the date for next year. Book early to avoid disappointment!

20 - 27 October 2017 ex Sydney

21 - 28 October 2017 ex Brisbane

22 - 29 October 2017 ex Auckland

Email: jacqui@travelcentre.nf

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For further information please go to www.maaa.asn.au/NorfolkIsland

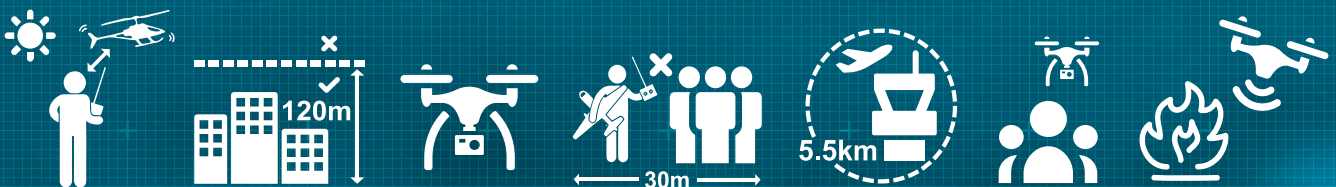


Australian Government

Civil Aviation Safety Authority



KNOW THE RULES – FLY SAFE



casa.gov.au/drone