

# Old Fokkers

## Promoting the Hobby

This article was actually written in 2023 but I don't recall if it was ever published. It has been edited slightly to explain to younger people considering getting involved in administration, what it has been like to be part of the model aero industry.

Taking over Dad's Leading Edge editorial column in RCM News magazine was quite a struggle for me. He was the early adopter of technology and I got to fly and watch the latest products make their way into the hobby. My memory of his Sullivan Hi-Tork starter at the 1972 Geelong Nationals is a fitting reminder of the commercial aspects dealing with early adopters and traditionalists.

## *Help em till it hurts*

In 1971 Dad was the factory au-



thorised exclusive importer of Kraft radio systems, Dubro and Sullivan Products into Australia. Kraft radio was the world leading brand back then. A competitor flying Futaba radio gear had trouble flick starting his engine.

1972 Geelong Nationals the one minute start countdown loomed closer for an F3A competitor. World F3a Champion Phil Kraft instructed my Dad to wander out and offer the Sullivan starter to the opposition. Chap almost fell over with surprise. He got it going and took off. Dad sat down and Phil said "Help em til it hurts." That mantra has stuck with me ever since. Sandown. 2015 was my attempt to build a big picture event to generate new members for the hobby trade and VMAA/MAAA, in Melbourne.

F1 Air Racing Inc was a specialist interest group styled club affiliated through VMAA. I was Secretary. It had five like minded committee members. Two would compete and a third was interested to race. Five meant it met the minimum standard required by ASIC. VMAA President Reeve indicated to me VMAA would accept the club with five members. My Father was President and I took on the role after Dad died last in 2024.

At its early stage the club was not going to affiliate new members. It avoided the risk of being accused of poaching



members from other clubs. I didn't want to take the risk of it being hijacked at the last minute either. Which is what happened at the Large Scale Racing Club of Australia AGM a few years back. Not the cool RC car club in Melbourne, rather the NSW model aero club that couldn't afford to pay for a logo. RCM News paid for five different coloured versions. When President McMuffin handed over the keys to someone younger, it was on the proviso I was not to be on the committee. Don't know why. Perhaps it was because when the idea of an F1 or F2 pilot rating was floated. I opposed them being handed out willy nilly to previous competitors.

Had the initial five members been a problem for VMAA, the club could

have registered through ANSW at EOFY. VMAA has previously made the state field available for that NSW registered club so there is a precedent. The State Field had previously been made available to me as an individual for scale air racing. That was my preference but a SIG is now a requirement. Like F1 Inc, the purpose of a new club would be to promote competition flying with a fun event in conjunction with a public display. Build the event and people will come? Scale racing with some old ideas, that stood the test of time, at VMAA Trophy weekends would work.

The 2025/26 MAAA Club As-



## Avalon Airshow 2023

sistance Scheme closes in April. Because it was brand new and its first event was in June, obviously a new F1 Air Racing club couldn't meet some of the criteria listed within the application. F1 Air Racing's credentials were to be put on show at Speed Weekend Melbourne 2025. To make that event happen it was sponsored by myself, as Futaba Pro Shop.

### The Next Generation

When Tim Nolan took on the top job at MAAA a few years back I asked what could I do to help to make a difference. "One person at a time" was his answer. For me that meant offering individual flying training at club

level, however, that is a part of my life I've done quite enough. Reflecting back to my commercial RC flight school days, the number of people who achieved solo to Silver Wings level and came back for more advanced flight training could be counted on one hand.

I tried to make a difference promoting the hobby years ago by combining my experiences flying at major motorsport events in Victoria. That began in the late 1990s. Hiring Caulfield Racecourse and Sandown for the Dutton Airshows was easy enough. So was attracting suitably qualified pilots. VMAA shit canning the event by telling pilots they would not be insured was the only problem. Not for me.

Getting around that was simple. I just showed the chaps my blanket insurance



## A little imagination doesn't cost much

policy which covered me, and people invited, by me. That policy covered RC flight training, powerline stringing, TV and Movie work and airshows. Australia wide. That cost three grand a year. Insurance is so specific now. The premium to release a payload from 7kg model plane on a commercial basis costs two grand per annum. That's a grand per plane. Flying in big competitions, or commercially, you must have two.

Finding someone qualified to fly at a large public venue? My criteria was simple. Ability to decide whether a problem was manageable or just ditching the aeroplane was number one. I learnt that from the Doncaster fun flies and airshows

in the 1980s. Next was someone who could be relied on to start and tune the engine and operate safely in crappy weather. Someone who knows how to show off an aeroplane correctly was important too. Competition fliers is where one finds people like that.

For Sandown 2015 I just repeated that formula. That standard was compromised the following year when MAAA's Display Director kept adding one name to the list of pilots chosen by VMAA. You'd think the advice would have been taken more seriously after VMAA relaxed

the standards for Avalon Airshow years earlier. That accident pretty much tarnished aeromodelling's standing within the aviation community at the biggest airshow event in the country. We don't fly at Avalon anymore.

I used to make the effort to fly at that event as did other highly qualified people. Most of us pulled the pin when the standard was reduced. Watching that jet hack at Sandown 2016 also pissed off top fliers who had done the hard yards getting to that level of ability.

Nor do we fly at Sandown. De-laying tactics and bullshit excuses

by ex VMAA President Reeve Marsh as to the validity of the Aero Approval were reported publicly, by me. Pettiness is the reason why that organisation has stuck it into me for years. Ditto for past people at VJAA. In 1998 those jokers asked my Father if they could hold a jet event at my private flying field in the Yarra Valley. I closed the flying school for the weekend to make it available, Dad promoted the event. The club didn't turn up. No phone call nothing. A similar thing happened with Vic Scale at the Sth Pacific Scale Masters. A few people in NSW will probably boycott Speedweek-end.

Back to promoting the hobby. Which is now being pushed as a sport. If you

are an MAAA Associate Member who attended Avalon 2025, ask yourself if we should do better? I attended and manned that aeromodelling stand in 2023. Frankly, we need to do a lot better. I wasn't the only one who was embarrassed. With combined resources of over \$4,000,000 we could and should spend more meaningful money. Professionally designed point of sale material, flags, banners would be a good start.

Attracting younger people to man the stand cannot be that hard either. Nor should having a couple of people on the stand for the trade days. That would go a long way to demonstrating to the wider aviation community we are serious about attracting young people to aviation.

Aeromodelling used to be the first step towards a flying, maintenance, ATC career in civil and military aviation career. Single mothers interested in finding activities for boys is one of the many things learnt from the Dutton Airshows in 1999 and 2000. That has not changed.

Since that accident at Avalon I've long held thoughts to approach Airshows Down Under about putting on a professional model aircraft display. I haven't costed it and presenting the idea on an RPAS basis would be the only way I see the display would be considered seriously. I know enough RPAS licensed people with a competition background who could put on a simple effective flying display. MAAA could be approached to pick up the tab as a sponsor. Transferring



the risk would appease the faint hearted. Too hard, too much work, too expensive.

For some time now full size aviation community exposure to aeromodelling at public venues has been provided by Paul Bennet Airshows. Here's a much simpler idea that should be a relatively simple sell to Airshows Down Under.

### Control Line Combat

I've never flown control line but watching that really cool stuff at the MAAA Nationals years ago, it has a lot to offer. Promote it as FAI F2D but use vintage or simple cheap sport designs. No one will notice or care. MAAA could cover the cost for the control line community to build enough models for the two days.

Retired engine and control Line guru Robin Hearn demonstrated a control Line style speed model for me at the Yarra Valley Air Races in 1997. And again at

**THE DUTTON AIRSHOW**

**SUNDAY MARCH 27th 1999**  
 1 PM TO 5 PM. CRAFTED RACE COURSE.  
 NEXT TO CRAFTED STATION. PHONE 011 812  
 ENQUIRIES: STEPHEN GREEN ON 0417 102 100.  
 ADULTS \$10 CHILDREN \$3 FAMILY \$25 SENIORS \$5  
 GRANDSTAND SEATING

*Model hobbies are much, much cheaper than they were 20 years ago. Technology has improved everything as well. Even the engines are easy to start now. You can radio control just about anything that flies, drives or sails. Cars have 4wd, 3 speed auto transmission, even ABS brakes. Aircraft have 7 cylinder radial engines, auto pilots and reach speeds up to 3000.p.h. Jet engines are now available. Sail on the water or go under it with a submarine. You can talk to all the experts at the "Dutton Airshow".*

**WHAT'S ON:**  
 WW2 FIGHTERS  
 RC AIR RACERS  
 1/10 SCALE CAR RACES  
 SHIPS  
 YACHTS  
 SUBMARINES  
 SAIL CARS  
 ONE CAST PLASTICS  
 ROCKETS  
 RANGE DISPLAY  
 MODEL CLUBS

FAI'S TOP RADIO CONTROL PILOTS FLY THE LATEST RC, HELICOPTERS, FIGHTERS, PYLON RACERS AND GLIDERS.



Owner of this Australian made production sample liquid cooled 108cc V12 model aero engine offered this exhibit to VMAA for Avalon 2025. You Tube video of the test flight attracted 108,000 views

the Dutton Airshows Sandown 2000. People were amazed.

As far as Train and Hobby Show at Sandown goes I declined to exhibit this year with a static display. This is going over old ground, just more bullshit, last year Reeve Marsh told me the Area Approval was still valid until 2025. Previous requests through VMAA to see this document were ignored so I called the president out at a planning meeting, in front of people. Begrudgingly he showed me the document on his mobile phone

and said it wasn't available elsewhere. I was told by a ranking Air League person the reason given by VMAA for the models not flying was that the Area Approval had expired.

A few non reportable incidents has never gotten in the way of my flying at large public venues. Nor did the couple that occurred at Sandown 2015. They were identified in the risk analysis. Frankly, safety would be better served if nervous nellys worried about more about flyins and NSW jet meets.

To be a successful flier of model aeroplanes takes determination. A task made easier if one purchases proven brand name equipment and learns how to use it. The



## This would go off at Avalon

one thing that has kept me perplexed ever since I began radio control flying is this.

Why is it that obviously successful people, maybe who've have run a business, engineers, tradesmen and women, pilots, public servants, lawyers, doctors, nurses, even artists, generally people who have been responsible for others under their supervision, suddenly decide that certain rules do not apply when flying model aeroplanes?

Even more perplexing is people who decide flying is not for them but contribute by being on a committee. I've had a

number of very negative experiences dealing with Secretaries in my time. When a non flying person takes on that role they become the first point of contact. Inevitably people begin to take their advice as expert advice. Just like some F4c scale judges who think their expertise is across every operational aspect of every aircraft type ever flown, some begin to believe their opinion across all manner of subjects is the only one.



Invited back for the third time for 2001 RC Aeroplanes had their own spot in the pits at the Qantas Australian World 500cc MotorCycle Grand Prix

The Secretary's main role is correspondence in and about and recording the minutes in a timely manner. I applauded the decision by MAAA to appoint a non voting Federal Secretary. I hope Executive doesn't change that.

Whether publishing any of these experiences promoting the hobby and the sporting sector of competitive model aircraft flying, makes a difference for the next generation of officials tasked with

attracting new people to aeromodelling in capital cities is doubtful. To attract new competitors for Speed Weekend, I cut a succinct short video presentation and offered the organisers of an upcoming fly in a grand to cut a few laps with three or four F1s. A few eight minute spots over the two day weekend. They took too long to get back to me so I thought they weren't interested. Changed my mind and spent it sponsoring an RC

# RCM News

Issue 135 Jan Feb 2016  
Radio Control Model News \$9.95

Aircraft Heli Multirotor RPA Airshows Building Buying Flying  
See us at Sandown F1 Jan 31st



Hempe 50% Pitts Special  
Jet Eagle 40% Vampire  
Multiplex 100% the Rockstar  
Multiplex Acromaster

FLIGHT SCHOOL



Dangling the Dunlops



2015 - Melbourne did this

car clubs instead. Full of young people this will give me more bang for my PR buck. Inviting the public gives sponsors better value than handing over prizes to competition modellers. Here's why. History has proven that when an eighteen to thirty year old blokes start flying RC, they often bring in one or two mates. I don't know what the average figure is today but twenty years ago the average beginner would spend five to ten grand

# RCM News

Issue 131 May - June 2015 \$9.95



Sydney Harbour Airshow  
Twins and More  
VMAA State Field #3  
Roto 170 install  
F1 Championship  
Swan Hill EP Fun Fly

Regular Columns:  
The Build  
Multi matters  
Bank& yank  
Flight School

Reviews:  
VQ Models Mig 3  
Roto 170 4 cyl  
Ethos FPV Quad



Australia Post Print Publication No: PP10009283

2016 - Sydney did this

in the first couple of years. RCM News readership surveys constantly revealed 50% of its readership didn't belong to clubs. The amount of unbuilt product now appearing on For Sale sites on social media might give an inkling to people who don't believe that statistic.

The original concept of the Adelaide Golden Era Air Races was brilliant. Conduct



## Captive audience full of young people

of the event also but the execution of the rules had problems. Adelaide's population was 1,000,000 back then. Melbourne's 3,000,000. Dad and I immediately thought to bring it to Melbourne.

We didn't have the vintage cars, the jazz band and fancy dress like Adelaide but to kick it off we spent ten grand on the event. Toilets, pylons, lights, laser grading the runway etc, we got the money back by charging at the gate. Ten dollars a head, children free. The late Frank Curzon handled microphone duty in his laconic very knowledagable style.

My youngest sister Gayle handled the gate. She exit polled people on the way out too. Over-

whelming response was "enjoyed the racing and we equally liked the demonstrations in between. Mike Farnan's full throttle dive with a helicopter was a spectacular one.

That race meeting was in November. Total Fire Ban days were unusual then. An old Fokker in another hobby shop started a rumour I made thirty grand out of event. My hobby shop at the time was a small single pilot operation with 600 square feet of retail floorspace. Flight Deck Models started from scratch a couple of years earlier and was turning over thirty grand a month. Takings in Jan, Feb and March dropped to eight grand a month and I got behind paying the bills. Some suppliers believed the rumour and cut off my line of credit. I'd never missed a payment with the biggest one, who lead the charge. He bounced Dad by

cancelling his advertising in RCM News and asked for his artwork to be returned. Alas someone had thrown them out. All his four colour separations had to be re-done as someone had thrown them out. It took me six months to get going again. Yarra Valley Air Races 1998 he opened my credit account then cancelled it two months later.

Another was telling everyone I owed him ten grand and hadn't made a payment for six months. That was rubbish. I never spent much with that firm because I didn't want to compete with the owner's wholesale cash deals to individual modellers. (*They were all doing it.*) And I thought they were just interested in selling products on behalf of the manufacturers they represented. I shut the whole thing down and got all of that rubbish off my chest later by publishing it in

previous issues of RCM News. Without getting sued.

Scale air racing is the only competition I have seen where you can entertain pilots and charge to public at the same time. One of my goals was to knock off Adelaide's 72 entries. I got close at Cobram 2012 at 68 with a ten grand net profit to the club. Adelaide you got five rounds of racing. Cobram you got eight. Five rounds at Cootamundra and Bendigo, where we have been very lucky a wing failure or mid air at Pylon 1 didn't come crashing through the pits.

Taking this concept to Sandown turned out to be a disappointment for me. F1 Air Racing at Sandown. That name was just a hook to attract petrol heads.



## Yarra Valley Air Races 1997 and 1998

Racing took fifteen minutes on the hour, then we flew the fancy stuff. MAAA President Neil Tank backed the concept for two years, otherwise he would get too many complaints for the other states. Fair enough. It was not the ultimate event for but in the true sense of the word it is. I've spent enough time and money on that concept.

The venue and location offered Melbourne clubs something that model airfields around Australia cannot. A big crowd. In the event of bad weather people will still attend and not ask for their money back. A Come and Fly Day with a small airshow has merit.

Two years ago I attended a fly in. Fired up the Spitfire and waited at the holding point for clearance on to the runway. I was instructed by a young lad



that I had to hold the model. I missed the pilot briefing and made the assumption he was following procedure. Seriously? Is that the standard we are teaching young people now? I complied of course but it annoyed me to the point I didn't go back the following year.

Dumbing things down seems the modern way. Just like copying plans instead of buying them, promoting cheap gear has always been a thing at club level. Kicking off an event then cost cutting each year in preference to increasing the price of attendance is also a given. Trophies are an excellent example.

I've won a few in my time and they seem to get cheaper and cheaper. This lot are heavy. Made in glass and metal. Something I'd be proud to display front and centre. Four categories of racing plus a few fun ones cost \$1400. Not sure if this is correct, pretty sure, but the early MAAA Nationals had an engraver on site. F3A aerobatics and F3D pylon racing were the biggest shows in town when I started flying RC. Quality of the land-

ing was judged out of ten points in F3A. The higher K factor for landing within the smaller of two circles. F4D was different. Quality of the landing was judged by the aeroplane being in servicable condition for the next heat. You flew those suckers in dead stick. A one minute start applied to both disciplines.

### SPEED WEEKEND

This is the style of competition that I really want to really fly in and promote, before I get too old. Cobram Air Races then Sandown was it. Or so I thought. What did Cobram in was a few selfish dudes wanted to purchase a club generator to recharge their 12S LiPos because they didn't want to pay for fuelling their own personal generators. Hey let's get the club to pay.! Instead of waiting a few months for the next event, which would have paid cash for it, they



knifed the president. Pissed of the council too. No more grant money for that club. Competitors and sponsors should be able to expect the published rules at events will be policed and flying is conducted

safely. Hirobo Cup years ago helicopters were flying straight in towards the pits at 160 kph then pulling up to stop right in front of the pilot. RCM News provided a few pages of advertising to promote that event and two of my biggest advertisers



Apparently flying straight at the crowd is okay but idling unrestrained at the edge of the runway is now dangerous

[rcmnews.com](http://rcmnews.com)



## Quality trophies cost money

were there with trade displays. The CD dismissed my concerns out of hand. He changed his mind after I threatened to call CASA and the cops. Afterwards I wrote to VMAA suggesting it be wary about issuing a display permit to that club.

### SAFETY

Competing in an FAI F3D pylon race with a Ranjit Phelan OPS powered racer at a NSW aNationals in the 80s a chap over rolled on Number 2 pylon. Gathered it up and zoomed right over my head. They were only doing 250 kph back then. Nerves instantly shattered I pulled up out

[futabaproshop.com.au](http://futabaproshop.com.au)

of the course and shut the engine off. Dad demanded and got a re-run. All I had to do was finish that re-run without any cuts and I had third place at the Nats in the bag.

To be competitive meant using one glo plug per heat. Usual practice for the one minute start was to fire the engine up twenty seconds before the flag dropped. Changed the plug but didn't check it. Cranked it with the Sullivan Starter. Didn't fire. Not enough time to change the plug and go.



RCM News Racing and Flight Deck Racing Adelaide 1997

Adelaide Golden Era 1997 I tip stalled my Miles Hawk Speed Six rounding Pylon 3. Took two goes to gather it up just before the sideline, thus avoiding a side line cut. A few years later a 270 kph DA 85 powered balsa ply ARF Sparrowhawk wing let go rounding that pylon. Engine came to rest 180 metres further on.

A Texan rounding Number 1 pylon at the Grand Southern Cross Scale Rally at Luskintyre Park had a complete radio failure. 36MHz FM no failsafe, a battery pack disconnect the likely cause. Model knife edged towards the main spectator area some 750 metres away. I jumped on the RT

and warned the person at the other end. Phew. No one hurt, I went down and paced it out. Engine came to rest just before the general public area. No one really noticed.

If you have gotten this far you may have noticed yet another component of a recurring theme. To reduce potential embarrassment of people not turning up, I paid \$500 a day to the host club for tying up the Vic State Field for two days. NSW chaps convinced a few Victorians there was a problem turning to the right. So they weren't going to race.

I digress, this will never happen but if NSW Pylon Association asked me to sponsor one of its events, it would cheaper and more effective to just keep my money and tell ten people myself.

## PERSONALITIES

I grew up amongst some pretty big personalities at flying fields. Frankly, anyone who takes offense at this factual reporting and opinion piece is being a bit precious. When organisations trot out "Bringing the club into disrepute," you know you've struck a nerve. I've got a few of those letters now.

The commercial side of aeromodelling is way ahead of the expected membership drop off. The reality is many if not most clubs do not want new members. Happy enough to maintain the status quo and put the hand out for grants as numbers drop off is something Tim Nolan identified. He ran out of time so that problem is now over to Carl Bizon.

Unless Speed Weekend becomes a public event it is destined to wither on the vine as a closed event. It still has potential but scale air racing is what started as a builders event in 1997 has morphed into sport scale pylon, racing scale ARFs. Entries should close a month out. This gives enough time to sort out the draw to give the most amount of racing, interspersed with interesting high speed models. Gives officials a break too.

Setting up a special interest club to affiliate through VMAA, needs someone to volunteer to be President, Vice President, Secretary, Treasurer and Ordinary Member. Plus another five names as members. A meeting of minds will decide that as I have neither the inclina-

tion nor energy to start the whole thing up again all by myself. Dealing with dullards has run its course. Perhaps the next generation of model club officials might be interested in raising the profile and funds.

April 1st seemed the appropriate time to rehash past mistakes and highlight what it's like getting caught up in petty politics. The more things change, the more they stay the same.

SJG AUS 5932



Flyboy 1987

# National Air Races Rules and Standards

## THE COURSE

This is navigated by dead reckoning Pylon 1 is adjacent the pilot area for pilots to judge the right hand turn away from themselves. Makes for a better spectacle too.

The 310 metre back straight towards Pylon 2 is angled away to increase horizontal separation as aeroplanes exit Pylon 3 and navigate towards Pylon 1.

Distance between Pylon 2 to Pylon 3 is 60 metres. Two bites at rounding both corners reduces the need for another very tight turn at Number 1. The 275 metre main straight runs parallel to the runway.

All pylons, startline and sideline will be judged for incursions. (ie Cuts). Competitors can use technology such as gyros\*, second person view cameras and GPS telemetry to assist. You can have your own flag waver at Pylon 2 or use UHF radio. MAAA MOPs state mobile phones cannot be used at the flight line.

## Scoring System

### 4, 3 ,2 ,1 first past the post

First past the post racing is far more exciting than deducting individual heat times from 300 Points.

Round 1,2,3	Saturday-Racing Starts	12.00
Round 4,5,6	Sunday-Racing Sarts	09.30
Finals	Sunday	14.00

## FORMULA 1

Seagull Nemesis or Cassutt ARF  
Engine spark ignition petrol  
Maximum Capacity 62 cc petrol engine  
Commercially available fixed pitch prop  
Battery Pack 1700 mAh minimum  
Minimum servo torque rating 6.5kg/cm.  
Maximum static engine RPM 8000.\*

## FORMULA 2

Seagull Nemesis ARF  
Engine spark ignition petrol  
Maximum Capacity 35 cc petrol engine  
Battery Pack 1700 mAh minimum  
Commercially available fixed pitch prop  
Minimum servo torque rating 3.5kg/cm\*  
Maximum static engine RPM 9000.

## FORMULA E

Seagull Nemesis  
Battery - 10S LiPo  
RX Battery Pack 1700 mAh minimum  
Minimum servo torque rating 6.5kg/cm.\*

## AT-6 TEXAN

20cc WW11 Fighter Trainer  
Engine glo ignition methanol nitro  
Maximum Capacity 20 cc  
Battery Pack 1700 mAh minimum  
Minimum servo torque rating 3.5 kg/cm\*  
APC 15x10 control prop  
GloMax 2 stroke 10% nitro fuel supplied  
Type must have retractable undercarriage  
Fuel supplied GloMax Aircraft 10% nitro.  
Maximum static engine RPM 10,000.

## GOLDEN ERA

Original Adelaide rules apply  
3lb per 10cc power loading discarded.  
Battery Pack 1700 mAh minimum  
Minimum servo torque rating 6.5kg/cm\*  
\* minimum torque rating each contol surface.

## FLYING STANDARD

MAAA Gold Wings is the minimum standard.

F1 & Golden Era competitors must be able to safely navigate the race course below 100 feet agl.

F2, F3, Texan competitors are expected to be able to safely navigate the race course not above 200 feet agl.

## RADIO STANDARD

2.4 GHz with Australian C Tick or RCM Label. Receiver must be the same brand as the transmitter.  
MOP 058/3.5 - Non ACMA compliant radio gear not accepted.

## FAILSAFE SETTINGS\*

Ignition off - Throttle closed - Engine must stop  
Elevator - Neutral  
Aileron and Rudder approx 3-5mm to the right  
Undercarriage and Flap - Pilot's Choice  
\* **Daily Check.** Engine start on first heat at flight line.

## Failsafe Check Failure

AEROPLANE GROUNDED  
\*Closed Event  
Failsafe test available before next flight.  
\*Public Event  
AEROPLANE GROUNDED  
Failsafe test available at the end of the display when the public have left  
\*Gyro equipped aircraft required to demonstrate a full throttle 45 degree dive.



Two days of man versus manufactured radio controlled machinery

## Right Hand Cicut

Changes include ....  
**Number 1** - Safety.

**Number 2** Area Approvals. It ensures aircraft remain within the property boundary.

**Number 3** reduce the number of pylon officials required to conduct the meeting.

## Fly Neighbourly

To reduce the noise footprint aircraft are to circle in the milling area at or below half throttle until the start of the thirty second count down timer.

speedweekend.melbourne