

MINIATURE →
AERO SPORTS
NEW SOUTH WALES INC.

ABN 12 088 684 090



14-6-2006

From: The Committee
The 2nd Southern 5000
Large Model Pylon Races


Joe McGuffin Chairman
02 98254695
0419 628 727

Dear Aeromodellers,

Because of the interest shown in this event we will be offering all classes of Large Model Pylon Races. Please find attached the information package which includes an entry form, the 2006 program, copy of the rules and other relevant information. For those who have not visited the NSW State Flying Field the field is sited on the Gundagai Rd 11km from Cootamundra or 26km from the Coolac turn off on the Hume Hwy.

If you race, you will need a current MAAA Card, and don't forget your safety helmet. I look forward to meeting you at the Races.

Yours Sincerely


Joe McGuffin

President MASNSW Inc

MINIATURE —————>
AERO SPORTS
NEW SOUTH WALES INC.

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Present

**BIG MODEL PYLON
RACING**

THE 2nd SOUTHERN 5000

11 & 12th NOVEMBER 2006

MASNSW STATE FIELD COOTAMUNDRA

EVENTS. THUNDER TIGER RENO
AT6- TEXAN
GOLDEN ERA RADIAL
GOLDEN ERA NON RADIAL
ZENOAH G62 RENO

RULES. ADELAIDE RACES FORMAT
AT6-TEXAN TO MODIFIED ADELAIDE RULES.
THUNDER TIGER RENO TO MODIFIED ADELAIDE RULES
GOLDEN ERA & ZENOAH G62 RENO TO ADELAIDE RULES

PRE ENTRY REQUIRED. ENTRIES CLOSE 30th OCTOBER 2006

\$50.00 ENTRY FEE PER EVENT

SPONSORED BY

ACE HOBBY DISTRIBUTORS AND MODEL ENGINES (AUST) P/L

ORGANISED BY MASNSW Inc

FOR MORE INFORMATION AND ENTRY FORMS CONTACT

JOE MCGUFFIN ON 02 9825-4695

2nd SOUTHERN 5000
NSWSFF COOTAMUNDRA
10th TO 12th November 2006

- DAY 1. FRIDAY 10th NOVEMBER 2006.
FIELD OPEN FOR PRACTICE .
FROM 2-30 PM TO 5.30PM.
- DAY 2. SATURDAY 11th NOVEMBER 2006.
FIELD OPEN 7.30AM.
CANTEEN OPEN 7.30AM.
REGISTRATION AND PROCESSING FROM 8-00 AM.
PILOTS BRIEFING 9.00AM.
RACING STARTS 9.30AM.
LUNCH BREAK 12.00PM TO 1-00PM
RACING FINISHES AT 5-30PM.
- DAY 3. SUNDAY 12th NOVEMBER 2006.
FIELD OPEN 7.30AM.
CANTEEN OPEN 7.30AM.
RACING STARTS 9.00AM.
RACING FINISHES 12.30PM
LUNCH BREAK 12.30PM TO 1.30PM.
PRESENTATION OF TROPHIES 1-30PM.

ACCOMMODATION.

MOTELS.

- Bradman Motor Inn. 02 6942-2288
- Cootamundra Gardens Motor Inn. 02 6942-1833
- Southern Comfort Motor Inn. 02 6942-3366
- Wattle Tree Motel 02 6942-2688
- White Ivas 02 6942-1833
- Camping on field is permitted.

THUNDER TIGER RENO RULES

1. SCOPE. THIS CLASS IS BASED ON THE THUNDER TIGER "RARE BEAR" and "SEPTEMBER FURY ARF's
 - 1.a All aircraft in this class are to be built from the Thunder Tiger "Rare Bear" and "September Fury" ARF kits.
 - 1.b Fixed or retractable landing gear may be used, with steerable tail wheel.
 - 1.c Dummy engine allowed and encouraged. A scale size spinner must be fitted.
 - 1.d No restriction on colour scheme.
 - 1.e No "builder of the Model" rule applies.
 - 1.f A pilots bust is required.
2. MODEL DETAILS
 - 2.1. SIZES AND TOLERANCES
 - 2.1.a No alterations are allowed to be made to the ARF kit as supplied from the factory. EXCEPT for installation of retractable undercarriage, and holes in engine cowl for exhaust, needle valve and glow plug access. Cut out in spinner for 2 blade propeller, paint scheme and pilots bust.
3. ENGINE DETAILS
 - 3.1. ENGINES .90/1cu" nominal capacity of the following engine manufactures only to be used. Thunder Tiger, OS, Magnum, Super Tigre.
 - 3.1.a Engine must be stock and un modified. Maximum Carburettor throat size 10mm.
 - 3.1.b Super charges, Roots type blowers, fuel pumps, air chambers and tuned pipes are NOT allowed.
4. MUFFLERS
 - 4.1.a Only simple expansion type mufflers can be used and must be under the cowl. Maximum noise level 98db measured at 3 meters over grass measured 1 meter above the ground, and up wind of the model.
5. FUEL
 - 5.1.a A Standard fuel will be supplied, made up of, 5% Nitro Methane, 20% Caster Oil, and 75% Methanol.
6. PROPELLER
 - 6.1.a Must be commercially available minimum Diameter 13", maximum pitch 12".
 - 6.1.b Propeller may be re worked, but the brand marks must be intact and visible.
7. WEIGHT
 - 7.1.a Minimum aircraft weight 4.5Kg dry.
 - 7.1.b Entrants are required to have a "Permit to Fly" for their aircraft if it weights 7Kg or more.
8. All pilots to have MAAA Gold Wings or demonstrate Gold Wings standard.

AT-6 TEXAN RULES

1. SCOPE. THIS CLASS IS BASED ON THE MIDWEST AT-6 KIT.
 - 1.a All aircraft in this class are to be built from the Midwest kit or may be constructed from plans to identical dimensions, or from an approved fibreglass kit or ARF kit.
 - 1.b Fixed or retractable landing gear may be used, with steerable tail wheel.
 - 1.c Dummy engine allowed and encouraged. A scale size spinner must be fitted.
 - 1.d No restriction on colour scheme.
 - 1.e No "builder of the Model" rule applies.
 - 1.f A pilots bust is required.
2. MODEL DETAILS.
 - 2.1. SIZES AND TOLERANCES.
 - 2.1.a. Minimum wing thickness, measured at the junction of the centre section and outer wing. (i.e. the start of the wing taper) = 55mm.
 - 2.1.b. Minimum wing thickness at Wing tip (i.e. last rib) = 25mm.
 - 2.1.c. The wing thickness must taper in a straight line to the tip.
 - 2.1.d. Minimum wing length from the centre section and outer section join, to the wing tip = 740mm.
3. ENGINE DETAILS.
 - 3.1. ENGINE SIZE. 1.20cu" nominal capacity of the following manufacture only to be used. Thunder Tiger, OS, Webra, Magnum, Moki, GMS.
 - 3.1.a. Engine must be stock and un modified. Maximum Carburettor throat size 10mm.
 - 3.1.b. Super charges, Roots type blowers, fuel pumps, air chambers and tuned pipes are NOT allowed.
4. MUFFLERS.
 - 4.1.a. Only simple expansion type mufflers can be used. They must be under the cowl. Maximum noise level 98db measured at 3 meters over grass measured 1 meter above the ground, and up wind of the model.
5. FUEL.
 - 5.1.a. A Standard fuel will be supplied , made up of, 5% Nitro Methane, 20% Caster Oil, and 75% Methanol.
6. PROPELLER.
 - 6.1.a. Must be commercially available minimum Diameter 14" , maximum pitch 12".
 - 6.1.b. Propeller may be re worked, but the brand marks must be intact and visible.
7. WEIGHT.
 - 7.1.a. Minimum aircraft weight 14lbs (6.36Kg) dry.
 - 7.1.b. Entrants are required to have a "Permit to Fly" for their aircraft(even though the weight of the aircraft is less than 7Kg).
8. All pilots to have MAAA Gold Wings or demonstrate Gold Wings standard.

Zenoah G62 Reno Race Class

Entries are to be a scale representation of **ANY** single engine fighter aircraft that flew in combat during WWII, or in the Unlimited Class at the Reno National Championship Air Races.

(Note- Non-warbird types -Lancair, Pond Racer, etc are not eligible.)

MODEL DETAILS

- SIZE:** Minimum Wingspan - 84"
ENGINE: Zenoah G62
FUEL: Petrol/oil mixture
COWL: For an inline engine type model (e.g. Mustang) the cylinder head may protrude from scale outline. As much of the engine as practicable must be cowed.
MUFFLERS: Effective Mufflers must be fitted. The muffler must be under cowl, however the header pipe may protrude. The large expansion muffler carried outside the scale cowl is not permitted. Tuned pipe, or other exhaust augmentation is not permitted. The noise limit in General Rules will apply.

SCALE DETAILS

Models are to be recognisable scale models, conforming to scale outlines. Scale detail e.g. rivets, Panel outlines, etc are not compulsory. Three views or other documentation may be required to verify scale likeness for static judging.

A clear windscreen or canopy as applicable, and a pilot bust installed in the cockpit are required; also a minimum instrument panel with at least three scale size gauges.

Flaps are not compulsory even if the original aircraft used them.

COLOUR OF MODEL

Scale colour schemes are not required and a personalised scheme is encouraged to assist in identification of the model should more than one example of a prototype be entered.

AIRCRAFT WEIGHT

- Minimum Weight.— 24 Lbs (10.9 Kg)
Maximum Weight — 55 Lbs (25.0 Kg)

AIRFOILS:

- Wing and tail group airfoils may be any suitable for model aircraft.
Wing and tailplane plan form shall be scale to the prototype.
Control surface dimensions may vary 5% but must reflect the Prototype.

LANDING GEAR

- MUST be scale i.e. if the original aircraft had retractable gear the model must do so.
Landing gear must be robust enough to allow normal, and repeated taxi, takeoff, landing and taxi operations.
A steerable tail wheel must be fitted. Tail wheels need not be retractable.

SERVOS-

- Shall be of sufficient power for the size and weight of the aircraft.
Elevators- Must use one servo a side, each with a minimum torque rating of 69 in-oz/ 4.5kg-cms. Alternatively one servo driving both sides with a minimum rating of 105 in-oz/ 7kg-cm
Ailerons- Each aileron must use a servo with a minimum rating of 69 in-oz /4.5kg.
Servos must be visible for inspection i.e. with the wing off, or through an access panel.
Clevises- All flight control surfaces must have linkage and clevises of at least 4-40 size. Pull-Pull activation is recommended with 4-40 linkages. Clevises must have keepers, and control horns must be of

sufficient

size and strength to handle the large loads; and must have minimal play.

BATTERIES-

All radio systems shall be powered by batteries of 1200 MAH MINIMUM capacity (1800 MAH recommended) Note: - in systems that use two receivers, 2 X 700 mah would meet this requirement.

Golden Era Race Classes

Entries are to be a scale representation of any full size aircraft that either attempted to qualify, qualified, or competed in either the Thompson Trophy Races in the USA, or the King's cup races in the United Kingdom, or other races of similar type during the 'Golden Era'. No 'builder of the model rule' applies.

Size of Model

Model must conform to the basic scale outlines and meet a TOTAL MINIMUM SIZE OF -

MONOPLANES---WINGSPAN PLUS FUSELAGE LENGTH TO TOTAL 156" (3.96M)

BIPLANES:- 117" (2.97M), wing-span is based on the larger(upper) wing.

Scale details

Models are to conform to basic scale outlines. Scale detail eg rivets, panel outlines, etc are not compulsory. Three views or other documentation is required to verify scale likeness for static judging.

A clear windscreen or canopy as applicable, and a pilot bust installed in the cockpit is required; also a minimum instrument panel with at least three scale size gauges.

COLOUR SCHEMES

Scale colour schemes are not required and a personalised scheme is encouraged to assist in identification of the model should more than one example of a prototype be entered.

Colour schemes should reflect the schemes of the era etc.

AIRCRAFT WEIGHT

Minimum Weight. Minimum weight of 3lbs (1.37Kg) per Engine 10 cc is required.
For example 100cc engine minimum wt. = 30lbs.(13.64Kg) (note max eng size 100cc)
Weight measured dry.
An absolute minimum of 7.5 Kg (16.5lbs) applies.

Maximum Weight. Aircraft must have a valid permit to fly which fixes the max wt. at 25Kg (55lbs)(dry)

AIRFOILS-

Wing and tail group airfoils may be any suitable for model aircraft, but must follow scale plan form. Tail dimension may be increased by 5% to ensure good flying characteristics.

Control surface dimensions may be varied as long as the aircraft outline is not affected.

Flaps are not compulsory even if the original aircraft used them.

LANDING GEAR

MUST be scale i.e. if the original aircraft had retractable gear the model must do so. The use of wheel pants is optional. Landing gear must be robust enough to allow normal, and repeated taxi, takeoff, landing and taxi operations. A steerable tail wheel must be fitted.(may be used in place of a tailskid.)

FLYING WIRES & STRUTS

Flying Wires that are fitted to the prototype must be fitted, but need not be functional. Wires must be .032" (0.8mm) diameter minimum, or structural metal, and cannot be made of nylon cord or other material.

ENGINES --

A maximum size of 100 cc. is allowed (.6.0 cu") Spark ignition engines must be fitted with an external kill switch. Glow engines must be able to shut off from the TX. (note min weight of the aircraft to be at least 3 lbs (1.37Kg) per 10 cc ,absolute minimum 7.5 Kg.)

Any fuel that is MAAA legal may be used.

EXHAUST SYSTEMS

No tuned pipes or exhaust augmentation is allowed, Effective Mufflers must be fitted.

ENGINE COWLING

Engines must be **FULLY** cowled as per the prototype, and only the spark plug, ignition wire, and carburettor may protrude. Exhaust should exit as close as possible to the scale position.

Note that a small portion of the exhaust manifold may protrude, but the main body of the muffler must be cowled as per the prototype. External covered mufflers that are outside the scale plan form are not permitted

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