

Gilderslag's Flying Circus



PILOT NOTES SANDOWN 2016

The aim of this event is to promote the benefits of joining an MAAA registered club. We want to attract new people to the hobby, particularly younger pilots. Responsible flying of RC models will be a theme and the overall pitch is speed. This is why F1 has been promoted as the main attraction.

Spectators have paid \$20 to watch therefore the emphasis on the day is one of entertainment. To dispel a few furrphies about aviation, one of the events running throughout the afternoon is Myth-busters. There will also be a few Air Traffic Control announcements, a couple of go-rounds that sort of thing. Plus a couple of gags delivering a pizza to the commentator which will take place during the race start sequence. There is also a spot marked on the runway. The Spot landing theme is for the commentator to use at the end of most flights. I am hoping to have three landing judges to hold up a score card out of ten, like they used to do for diving•

Runway is open for F1s exclusively 10.00-10.30 am. The lights will be operating, as will the start sequence. A second practice/ tuning session for F1 is at 11.15 - 11.35 am. As soon as the minute by minute has been finalised I will send it out to all pilots.

• Failsafe

Please ensure your aircraft complies, there will be no exceptions. I cannot stress the importance of complying with this requirement, which is why the scrutineer is an Airline Captain -ex military who is used to giving orders.

The CASA Permit has a requirement that all powered aircraft, piston turbine and electric must be fitted with an operational failsafe that cuts the engine or electric motor. There is an additional requirement for F1s. It must apply approximately 6mm of left aileron, 6mm of left rudder when the failsafe is activated. Elevator is to remain neutral. After the display commences at 11.30 no aircraft

Promoting the benefits of competition flying is the aim. Which will be revisited down the track. The circus will visit a few events, with the aim of producing another newsletter. To keep flying and the roof over my head I've been offered Old Fokker duty. For those who get it, der inagural vun is purely historical. Who knows, dem younger peoples may get something from it. WG Gilderslag. Stunt Pilot.

will be cleared for takeoff unless the failsafe has been Scrutinereed.

• Runway

Main straight, on the bitumen car race track at the southern end of the grandstand. The track is 18 metres wide, in between armco railing. Running inside the car circuit is a 25 metre wide grass horse race track. There are two 15 metre high stewards towers on the inside fence line of the horse track.

• Pilot Notes. There is a slight downward gradient on the runway heading south, therefore it is strongly recommended that after lining up, a dead stick approach is the go. In case of crosswind, it is also strongly recommended that the tailwheel spring tension be seriously upgraded. My models have a kwilink wire direct from the servo to the tiller arm.

• Compared to most model fields, there are more obstacles in close proximity to the runway that may cause turbulence.

• No Fly Zone

Beyond the two metre high Colourbond fence at the South end of the main straight, is a no fly zone.

• Ceiling Height

The height limit is 500 feet agl. My 2 metre span Seagull Texan is equipped with telemetry and it will flown at 500 during the pilot briefing.

• Expect to see full size aircraft activity. Sandown is a mandatory reporting point for full size aircraft inbound to Moorabbin Airport. They are required to be at 1000 feet agl. A lazy or inattentive pilot who may not have set the altimeter correctly could come through at 800 feet.

• Noise Limit

98Db @ thirty metres. (This is not a typo)

Looking forward to seeing you on the day. Wish I was racing too! Any questions, please give me a call.

Stephen Green 0418 662 557.

Gilderslag's Flying Circus Pilot Bulletin #1 Sandown Saturday March 9th

Goodbye Gents,

Hope you all had a good break over the holiday season. I survived it again so in the tradition of eight hours bottle to throttle it's now back to work.

Just waiting for the Display Permit from CASA which should be for five years. Expected to arrive at the end of the week then we are good to go. The Permit will be issued to the Large Scale Racing Club of Australia Inc. Just a heads up in case the subject comes up around the traps, it will be issued through Aeromodellers NSW not VMAA. We've done this before. It's just easier for me which makes it the first time in the history of this event I have a clear run now to concentrate on working up some showbiz and have some fun with the announcer. A let's be serious but not take ourselves too seriously theme and distance ourselves from irresponsible drone flying at the same time. For example three officials with score cards to hold up after they judge each landing. Like what used to happen in the diving.

Ceiling Height is 500 feet same as last year. The runway opens for check and familiarisation flights at 9.00 am. This year I have arranged for pilot vehicles to be parked near the V8 Supercar pits. When the display finishes at 4.30 you can collect you vehicle drive back along the straight to pack up. The gate will be opened twice so you can leave without having to wait till the crowd goes at 6.00pm.

After the meeting this Thursday night I should be able to advise what TV and radio stations the ads will be running. The 20000 swap cards have been printed and dispersed around Melbourne. Also we should have Scaled Down TV and the Flying Show on board as well. Scaled Down TV has been running a segment on last year's event on CH31.

Whether we use Allan Moffat to do the voice over on the commercials is not confirmed. It was budgeted for last years and again but getting RC car action is once again proving difficult.

F3D FAI Pylon	F5B FAI EP glider	F3a FAI Aeros	F4C FAI Scale	F3C FAI Heli
F1 Air Race	Scale Aero	Combat	Jets	EDF
WWI1	WW1	World of Foam	Glider Tow	Captain Risky
Helicopter scale and 3D		Float Plane	Drone Delivery	Learn to Fly



Remember, the old eight hours bottle to throttle rule was replaced by zero%

Waiting on confirmation that Luke Donnellan MP will open the show again with the classic catch phrase "Gentlemen Start your Engines".

This year I was thinking to run an old versus new theme for Heli, Aerobatics, FAI Pylon, Jets. Another theme is having younger people flying off the runway and encouraging new people to visit a [VMAA registered model aircraft club](#) so we welcome two young RC aviators from P&DARCS into the Flying Circus. Harrison Ritter and Balint Banko will be flying in the FMS World of Foam. Continuing the spectacle started by Byron Simpson who took out my Number 1 advertiser in F1 2016 the VARMS boys will be doing combat.

A copy will go out to you once the program has been nuted out. Basically how it works is the F1 will be on the hour, Jets and Helis at 20 and 40 minutes and the rest can go with the flow in between. Davo the announcer will have notes on you and your model with a photo so he can easily identify it. So if an engine doesn't start or you just wander off he can easily skip to the next thing.

In the meantime if you could let Stephen Green know your availability and what you want to fly.

WG



Cheers W.G. Gilderslag.
Offical Stunt Pilot RCM News Racing.

Gilderslag's Flying Circus Pilot Bulletin #2 Sandown Saturday March 9th

Goodbye Gents,

Waiting on a couple more fillers but we have enough now to do an airshow. A copy of the CASA Display Approval will be emailed to all pilots when it comes through. I would have received it by now but after the application was filed the organisers told me about FPV Quadcopter racing out the back. Yesterday I learnt the old rumour has started yet again that there is some doubt about insurance. This time it's from P&DARCS. This event has always been done under MAAA. It is a condition on the CASA Permit.

The Announcer is positioned near the taxiway under the pergola tent. To keep things simple he has a sheet for each display with a pic of the model and some notes on who is flying it. That way if an engine doesn't start, pilot has wandered off, the Announcer (Dave Cahill) can flick through his book to see what the next display is. To give Davo something more to prattle on about a few pilots will be invited to do a hot lap around the F1 course. I think it important to promote FAI competition flying too. The general public knows that landing a plane is hard. So for a bit of fun we will have three landing judges with score cards too.

Entrance - exit details etc will be in Bulletin number three. Cheers, Stephen Green.

World of Foam	Hawk EDF
David Hobby	TBA - TBA
Balint Banko	TBA
Harrison Ritter	Fox Glider
Keith Quigg	Tiger Cat - A10
Mike Farnan	Harrison Ritter
Learn to Fly	S Green
Helicopter Speed	William Lombard
Helicopter Scale	TBA
Helicopter 3D	TBA
Jet	Glenn Orchard
Scale Aerobatics	TBA
F1 Air Race	Glenn Orchard
	Neil Addicott
	Byron Simpson
	Stephen Green
	TBA
	Greg Hede
F3a Classic	William Lombard
F3C	TBA
F3D	Bill Hamilton
F5B	TBA
F4C-F4H	Bill Hamilton
EDF	TBA
Scale	Keith Quigg
Glider Tow	David Hobby
	Ross Bathie
Giant Scale	Grahame Sullivan
Combat	Paul van Tongren
	Colin Khan
	Captain Risky
Drone Delivery	Outlook Drones
RPAS	

Gilderslag's Flying Circus Pilot Bulletin #3 Sandown Saturday March 9th

Minute by Minute

EXHIBITORS GATE OPENS	7.00am
PILOT BRIEFING	8.50
RUNWAY OPENS (check flights)	9.00
PUBLIC GATES OPENS	10.00
RUNWAY CLOSES	11.00
AIRSHOW STARTS	11.30
AIRSHOW STOPS	1.30pm
LUNCH BREAK	
AIRSHOW STARTS	2.00
AIRSHOW STOPS	4.30

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World of Foam	Hawk EDF
David Hobby	TBA - TBA
Balint Banko	Fox Glider
Keith Quigg	Tiger Cat - A10
Mike Farnan	
Learn to Fly	S Green
Helicopter Speed	William Lombard*
Helicopter Scale	TBA
Helicopter 3D	Dennis Beilby
Jet	Glenn Orchard
	David Hobby*
	David Law
Scale Aerobatics	Glenn Orchard
F1 Air Race	Neil Addicott*
	Stephen Green
	TBA
	Greg Hede*
F3a Classic	William Lombard
F3C	TBA
F3D	Bill Hamilton*
F5B	TBA
F4C-F4H	Bill Hamilton
EDF	
*Hacker Hot Lap	
Scale	S Green
Glider Tow	Keith Quigg
	Grahame Sullivan
	David Hobby
Giant Scale	Ross Bathie
Combat	Grahame Sullivan
	Paul van Tongren
	Colin Khan
Drone Delivery	Captain Risky

ENTRY



Vehicle Access to Runway

Enter via Gate 2. If you arrive before it is open enter via GATE 3 and work your way around. After unpacking your gear I have arranged for our cars to be parked in the V8 Supercar Pits down the main straights. Speed limit is 40kph

EXIT



OH&S dictates no vehicle is allowed in the general public area until the event has closed at 6.00 pm and all public have left. After runway is closed pilots collect your car. Gate from V8 Supercar Pits will open at 5.00 and 5.30 and you can leave through GATE 3. Miss this window you will have to wait til the venue has closed

