



Annual General Meeting

Summary

Thank you to all who attended the annual general meeting, held on 29th July.

A summary of the key aspects (the full minutes are available to members upon request):

The committee is unchanged from last year, with Tim as President, Geoff (Vice-president), David H (Treasurer), David C (Secretary), George (Assistant Secretary, Registrar), Andrew (Senior Advisor), and Norman (Committee member).

Due to the change in the insurance costing, we have needed to reduce our number of launch days, to 14 events per year.

Saturday launches at Whalan remain unchanged, held on the last Saturday of each month.

We will schedule 2 launch weekends per year at Mullaley.

If any launch days have to be cancelled, these can be re-scheduled. This may also allow us to schedule “special” launch days, if there is sufficient interest.

Launch Day 23rd September

Please note that due to a conflict with a large competition event being held by the control-line flyers on the October long weekend at Whalan Reserve, our launch day in September will be held one week earlier, on Saturday 23rd, and not on 30th September.

Mullaley Launch weekend - report

Despite being very windy on the Saturday, which prevented us from launching on that day, we had some fantastic launches on Sunday which made for a most enjoyable weekend.

See the last page for the full report.

Upcoming Events

All launches are at Whalan Reserve unless otherwise noted

September

23 Launch Day

October

28 Launch Day

November

25 Launch Day. Last launch for 2017

Launch Day 9th July

Number of launches: 9

Only a few flyers today, which seems fairly typical for a Sunday launch.

All 9 launches were good in the calm conditions.

George launched his “Axion G6” water rocket with 210psi and 200psi. His son, Paul, launched his “Fire Flight” twice on B6-4 motors, and his “Flygon” on a D12; and John used a C6 in his “Dust Devil”

Patrick’s “Bundle of Tubes” flew well on a D12.

David C used a C6 in his “Deadspool”, and launched his “Little Mimas” on a C6-5.



Patrick’s “Bundle of Tubes”

Launch Day 29th July

Number of launches: 23



Light winds made for some great flights today.

First off the pads were Kevin’s and David H’s “Nike Smokes”, Kevin’s on an F50 motor, while David used a G64 – both excellent.

They both then flew similar “Big Daddy” rockets on “E” motors with less than ideal recoveries – Kevin had a lawn-dart and David’s landed in a tree. He at least managed to retrieve the booster section.

They had good flights to finish – Kevin with his “21 gram” on an A10 motor (but a little squirrely), and David’s “Flying Bean” on a C6 and “Fat Boy” on a D24.

Jane used a full pack of A10 motors for 4 flights of her new “Ambition” rocket (an Estes “Jetliner” kit). Phillip’s first flight of his “Itchy” on a D12 was nominal, but for some reason its second flight was unstable.

Scott’s “Falcon 9” flew well on an E9.

At left: Jane’s “Ambition” lifts off on an A10 motor

Andrew tested his modified dual deployment set-up in his “R8/R13 Hybrid” with a G76 motor, in preparation for his L2 certification attempt at the upcoming Mullaley weekend. The electronics worked as expected, so we expect the certification attempt to be successful this time.

Jason launched his “Patriot” on a B6-4 and “Zenith” on an A8-3.

Tim launched the “Kookaburra 5” on an F50 motor – the chute shredded on deployment so the rocket landed a little hard.

Also experiencing a chute deployment issue was Jeff’s “Eli”, which had a perfect ascent on a D12 motor. No such problems with “Leo I”, which had a perfect flight on an F40.

Launch Day 26th August

Number of launches: 14

Numbers were down a little today, mainly due to it being the weekend following the Mullaley launch.

We had a new member join us: welcome, Jayden! Jayden flew his “Page” on a C6-5.

George and family were getting some great footage using their drone – check out the video here: www.youtube.com/watch?v=5ddQM NurO_4

George flew his “Axion IV” at 230psi and his “Polaron “G3” at 210psi.

Phill’s new “SCR Dinky” had an unstable flight on an A8-3, but his “SCR Stumpy” flew well twice on C6-5s.

Rhys flew 3 rockets from his “Kookaburra” series, and his “Helicat” (with helicopter recovery of the nosecone) had a great flight on a B6-4.

It was good to see Spencer back again. Despite some ignition problems, he managed to launch his “BBX” on a G64 and his “I Forgot” on a C11. This rocket looks like it’s seen better days – a core sample on its flight today will add yet more character to it!



Spencer’s “I Forgot”

Mullaley weekend 19-20 August

Number of launches: 26

Upon arrival at Mullaley on Friday afternoon, the possible launch sites were checked out for suitability.

We have used Launch Area 2 (LA2) - off Bando Rd - on several occasions previously. This is an easier launch site to find, so although not ideal with the new growth of wheat crop in the fields, it was decided we'd use this site for the weekend.

On early Saturday morning, Andrew and David C arrived at LA2, made a determination on where to set up and started unpacking the gear. The wind started picking up and was measured at around 15-20 km/hr. This would have been OK, but then we had gusts of more than 30 km/hr.

As more people started arriving, we considered that perhaps LA1 would be a better location given the conditions.

We formed a small convoy and drove to LA1. This turned out to be a good decision, as the whole area only had wheat stubble and no crops.

An area was cleared and the launch pads set up. The wind hadn't diminished, so we didn't launch, and most took the opportunity to visit the local attractions. Saturday night at the Mullaley Pub was fun for all who were staying there.

The wind was forecast to reduce overnight, and this was indeed the case. Everyone arrived at the launch site early Sunday morning to take advantage of the calmer conditions.

There were too many launches to list in detail.



Motors used:

B	1
E	4
F	3
G	6
H	7
I	3
J	2



Highlights:

- Jeff and Andrew both achieved their L2 certifications. Congratulations, guys!
- Unfortunately, L1 attempts by Scott and Israel were unsuccessful; the chute didn't open on Scott's "Hitech H45", and the ejection failed on Israel's "PE2" – something to look forward to next time.
- A spectacular CATO of a G64 motor in David C's "Ganymede"
- Tim's "Cweasel" going supersonic on an I280.
- Maybe not exceeding Mach 1, but certainly leaving the pad very fast: Israel's "PE2", David C's "G3", Kevin's "Calisto", all on H410 motors; Jeff's "Leo I" on a G138, and David H's "Warlock" on an I566.

Thanks to all who attended for making this such a great weekend.

Thanks especially to David H for being the certifying officer and RSO