



Anthony Mott, GMAC member, captures World Duration Record.

The GMAC February newsletter carried the story of Anthony Mott's Australian Record setting endurance flight at the GMAC field in December 2009. Anthony's time of 24 hours 10 minutes and 16 seconds almost doubled his previous time.

The model landed with sufficient fuel and battery capacity for many more hours in the air and it was apparent that the current world record, set in October 1992

by Maynard Hill of the United States at 33 hours 39 minutes, was within reach. Anthony has since been working on the model with the intention of exceeding Maynard's record in late 2010.

Some months prior to the flight Anthony learned that in the year 2000 the FAI, the world body governing most things aeronautical, including model aircraft, had made a fundamental change to the rules for endurance flying by reducing the time allowed for another pilot to fly the aircraft from 45% of the total flight time to 10%. This requirement for the record setting pilot to fly the model for 90% of the total flight time, plus other changes to the rules, made it far more difficult to surpass a current record and the decision was made by the FAI to retire all existing records made under the old rule. Unfortunately the retirement of the records was overlooked for some ten years and the old records continued to be presented on the FAI website.

This omission was brought to the attention of the FAI at this year's world plenary conference, attended by delegates from all member countries including Australia, and the MAAA secretary, Kevin Dodd, having discovered at the meeting that the previous records should have been retired, presented a case for Anthony's Australian record to be considered for acceptance as the new World Record under the current rules.



While the rules also state that a record application must be made within 120 days of the completion of the flight the FAI jury agreed to consider Anthony's application, despite its late entry,

and last week Anthony's flight was accepted and ratified as the new Class F3 open World Record for aircraft driven by a piston engine.

This significant achievement was made at the GMAC field with the valuable assistance and support of a number of GMAC members and brings a degree of recognition to our club.

Anthony's record has already been acknowledged by the MAAA and he will be further recognised by elevation to the MAAA Hall of Fame, as the now holder of a World Record, at next year's Council Conference.