



The News Letter of the Hobart Model Aero Club Inc. February 2019

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More from the camera man

These photos caused a lot of email traffic between members, which is worth repeating here, in date order



3/01/2019 3.52 pm

Looking at Garth's larger one, I would say Peter's is 'stand (not to far) off scale'.

Regards, Jason Bedelph

3/01/2019 5.15 pm

Well done. Have been studying the manual for your model. My model, while a bit confusing to set up was luckily simpler than yours.

Low rates 25mm travel up. Same for down. High 33mm. (For your model).

Did you pick an easy switch to enable/disable the stability system?

My model is very much throttle sensitive. Yours looked the same. Think both small and large versions have heaps of power for their extreme STOL ability. Today, yours climbed out like a Saturn rocket on it's way to the moon.

Peter Ralph

4/01/2019 12.15 pm

Ho Garth

Having installed a few stability systems a couple of things that make life easier.

1- set the gains to max so you can see the settings are correct - then - once set return the gains to just below half. Peter tells me your model has no gain settings which would be unusual.

2- When you need to use a lot of trim clicks to get the desired result, or you run out of trim as you appeared to do yesterday. Find the trim settings in the TX and reset to a bigger step per click. Every TX I've seen has this facility.

3- As you know use the correct bind procedure.

Happy to help if you bring the TX manual next time (and the model)

Cheers N

4/01/2019 1.25 pm

It seems a different aircraft after rebinding properly. Stabilisation now works with plenty of movement.

I can't understand how it lost binding. I will try again as is.

Garth

4/01/2019 4.48 pm

From memory the AS3x needs a usb cable connection to a pc to change settings. Can also be done from a smart phone too. Depending on the model of AS3X they come with factory standard settings which shouldn't need messing around with or plane specific which also shouldn't need messing with unless moving receiver to another plane.

Timber shouldn't need AS3X unless Garth wants to fly blindfolded.

On my recent foray into spectrum I had a DSMX AR6100 'unbind' during the on and off again process setting up the servos in my Turbo Beaver. I have to wonder if it was something I did or is it something peculiar to DSMX? I had to swap out that one anyway since I needed 7 channels. The 9 channel I swapped it with only seems to connect on power up when it has the satellite receiver I bound it with plugged in, I thought it being a diversity setup it would not matter if it was removed latter, doesn't matter if I pull the satellite after power up or plug back in live while shielding the main antennas, satellite picks up the signal and works as it should. Just not the main receiver if powering on in a state it wasn't bound in .

Another weird spectrum thing was the sub-trims were missing from the menu to on my DX9. Downgrading to previous firmware restored them. Since it was mainly FPV long range module stuff in the latest release I left it in the lower version. It's impossible to download the wrong firmware since version allowed is linked to your serial number. I think the previous owner stuffed up the flashing, and along with the broken switch was why it was so cheap. Seems to be all good now but will stay on the beaver foamy for a while

Regards, Jason Bedelph

4/01/2019 6.29 pm

Good idea. Is fun to fly as slow as possible. You should be able to hover with about 6 knots of breeze.....

My AS3x is a very simple version and I like it. No adjustments possible except with T/x. R/x defaults spot on.

Very reliable. Battery plugs are so small and fiddly and I am surmising that on the odd occasion I do not make clean connection, binding, fails. Second and more careful effort results in a perfect bind.

Perhaps non clean plugging in of servos etc can destroy the bind. {A second connection on top of a mili-second first connection that gives the system no time to think?) Computer confusion?

Peter Ralph

A salutary lesson for all of us

A few days ago on one of our rare perfect days a member turned up with a lovely dark blue Corsair and commenced his pre-flight checks prior to it's first flight. Now this particular member is a more than competent builder, and a fine pilot. A group of us stood watching as he did the checks. First, the controls free and correct, doing this at least twice moving round behind the model on the last just to make sure. A bit of adjustment on the Saito followed a more general inspection and he's ready to go.

The take-off appeared normal and the model climbed out to the South on a gentle sea breeze. It didn't take long to see it was getting rather far away and the flight path was a bit erratic, so I walked out to make sure he wasn't getting too absorbed in re-trimming and to suggest he turn back, when the model appeared to turn sharply and after this went into what was a spiral dive straight into the ground.

My first thought was in turning back he'd made a too steep turn, stalled and spiralled in. Wrong! The ailerons were reversed.

Now a couple of things stem from this. In that that we couldn't see the stick movements observers could only verify that the controls moved.

Just in case someone thinks I'm adopting a "holier than thou" attitude - no - I have done exactly the same thing myself only an observer heard me call "pitch up" for elevators and immediately said with some disgust, "you have the damned things reversed". Easily fixed but how they came to be reversed I have no idea, even more worrying, why I did not see the problem when checking. Hell - I have been around aircraft controls since puberty!

What's the answer to this sadly avoidable crash?

Two things, after you've done all your preparations and checks then .For the first flight, give the Tx to another reliable pilot and ask him to run through the control checks (and while he's a it, check for anything else amiss).

Or just as good, maybe better. With a competent pilot observing, do control checks without looking at the model. Call the check aloud - "pitch up" "Yaw left" "bank right" and so on through the complete sequence.

The observer is there to make sure what he hears is what he sees. This is the engineers procedure on full size, if any control work has been carried out.

Safe flying guys Nils

p.s. Just received a call from a member, another reversed aileron incident. Guys - please do your pre-flight checks properly or sooner or later someone is going to get hurt when a model spears into the operational or public areas.

Nils

Proposed new remotely piloted aircraft (RPA) registration and RPAS operator accreditation scheme (PP 1816US)

Closes 22 Feb 2019

Opened 25 Jan 2019

Contact

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Overview

In 2019, CASA proposes to introduce a remotely piloted aircraft (RPA) registration and RPA operator accreditation requirement, as a way of monitoring the safe and lawful operation of RPAs. The registration and accreditation requirements are proposed to apply (with certain exceptions) to the following RPA:

- RPA more than 250 grams operated recreationally and
- all RPA operated commercially, including excluded RPA operations, regardless of weight.

The RPA registration and accreditation requirements are not proposed to apply to the following:

- RPA 250 grams or less operated recreationally or
- Model aircraft at CASA-approved model airfields or
- RPA operated recreationally indoors.

This consultation seeks your comments on the detail of the proposed scheme.

The aim of the proposed new rules is to increase safety through increased compliance with the requirements:

- ensuring everyone who flies a drone over 250 grams knows the rules
- helping CASA to target the right safety information to the users who need it most
- making it easier for authorities to identify when someone is breaking the rules.

Accreditation will be free. You will have to do an online education course – basically, watch a video and answer a quiz on the drone rules that apply to you. However, if you already hold a drone licence you will not have to do this course.

The cost of **registration** has yet to be determined by CASA. The cost will depend on whether you fly your drone for fun or profit. It is likely to be a \$20 or less annual fee (per person) for recreational drones and for some model aircraft operators. There will also be an annual registration fee likely to range from \$100 to \$160 per drone, for each commercial drone.

Why We Are Consulting

Why we are consulting

As part of the development of aviation rules, CASA consults with the community to ensure the rules will work in practice as they are intended.

We have a responsibility under section 9 of the Civil Aviation Act 1988 for the safety regulation of civil air operations, including drones, in Australian territory.

The Government [supported the introduction of a mandatory accreditation and registration system for drones](#) last year. This was in a response to the recommendation from a Senate Standing Committee on Rural and Regional Affairs and Transport inquiry.

How to complete this consultation

The consultation will ask you questions in relation to the detail of the registration and accreditation scheme. Each question will include key points and further reading from the relevant sections of the following two documents:

- *Policy Proposal – Proposed new remotely piloted aircraft (RPA) registration and RPAS operator accreditation scheme*
- *Annex A - Policy statement - Proposed new remotely piloted aircraft (RPA) registration and RPAS operator accreditation scheme.*

These documents include content about how the scheme will work in practice. They are attached below under ‘Related’. Please note, throughout these documents CASA uses the term *remotely piloted aircraft (RPA)* to refer to a drone.

Recent industry feedback

CASA has previously consulted with the community on drone registration and accreditation.

In November 2018, a group of drone industry experts met to consider drone registration and accreditation. This [technical working group](#), made up of industry representatives, was established by the [Aviation Safety Advisory Panel \(ASAP\)](#) to direct our engagement with industry and seek input on regulatory and associated policy approaches. The group strongly supported the introduction of a scheme. However, there were some concerns expressed about the impact on some model aircraft owners and operators.

In August/September 2017, CASA published a [drone discussion paper](#). The majority of respondents also supported some form of registration, training and proficiency when the weight of the drone was taken into account.

What happens next

CASA will register and review each submission received through this online response form. We will make all submissions publicly available here on the Consultation Hub unless you have requested that your submission remain confidential. We will also publish a summary of consultation which will summarise all the feedback we received.

Once we have considered public feedback, CASA is working to an overarching commencement date of 1 July 2019. To minimise risks associated with the supporting information technology systems, a staged implementation is planned whereby registration and accreditation are progressively introduced:

- 1 July 2019 – RPA operator certificate (ReOC) holders (registration only)
- 1 September 2019 – Excluded RPA operators ([Sub 2k](#) and [flying over your own land](#)) (accreditation and registration)
- November 2019 – Recreational drone operators (accreditation and registration)