



# Torque Back.

Volume7, Issue1.

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## 2005 Annual General Meeting & General Meeting.

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The Annual General Meeting was held at Kelly Field at 11.00 a.m. on Sunday 19th June. This was followed by a General Meeting followed by an excellent barbecue prepared by our very active ladies' committee. Membership rates were set, and, apart from a few small adjustments, rates were similar to the last years. A schedule of rates for 2005/2006 are published on page 2 of this newsletter.

**Members are reminded that subscriptions are due on 1st July and any members not paying by July 31st will be considered unfinancial and therefore not entitled to fly at the site of this club or any club affiliated with the MAAA.**

## Officers Bearers elected for 2005/2006.

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### Club rules.

*Members are reminded that:*

- *All transmitters must be placed in the pound when not in use.*
- *Keys must be removed from the keyboard when the relevant transmitter is not in use, regardless whether anyone shares your frequency.*
- *Members must fly the appropriate circuit at all times.*
- *Members must stand between the witches' hats when flying.*

*It is somewhat annoying to have to remind members of these club rules, however some members seem to be reluctant to conform.*

After all these years you would think that the editor would know about the danger of injury by a spinning prop. In a moment of inattention I managed to brush my fingers across the top of such an item and suffered a couple of nasty cuts. I am at a loss to know how this happened as I was not reaching for a glow clip or to tune the motor. On reflection, I think I may have turned around to go to the rear of my stand and my left hand just happened to be in the wrong place. The information contained in the MAAA Newsletter is very relevant.

Ray Maunder was somewhat unlucky to suffer the loss of his trusty Sweet Stik due to wing failure. He now knows that you don't substitute balsa for spruce in respect of wing spars. If using balsa you increase the size!

As always seems to be the case, the flying weather on the day of the TMAA AGM was magnificent and probably the best for some time. Not the ideal time to be stuck in a meeting. If we want to schedule a contest we should always select the date of the said AGM.

As luck would have it the following Queen's Birthday weekend provided ideal conditions on Sunday and Monday. Magnificent winter weather with bright sunshine and practically no wind.

Michael (Figjam) Ralph appeared on both days

and was putting in some solid practice for his return to pattern flying. He now has the Carrera trimmed out and certainly showed that he has lost very little skill during his long lay off.

New members joining or rejoining for the coming membership year include Andrew Hutchinson, Lyell Glover, Chuck Sutherland and Karen Jeffery.

Peter Hubbard put in many long hours repairing the ex Bryan Richardson Astro Hog only to have it demolished in about ten seconds. These things seem to happen when you have reversed ailerons. Neither test pilot Gerald Haley nor Peter picked the fault before take-off.

Gerald had a bad day as he forgot to tighten the wings onto the tube on his Tutor. Rotating wings are no fun, but do provide entertainment.

Daniel Port had the misfortune to seriously damage his Super Kaos recently and did not have time to build a new fuselage before the pattern contest at Symmonds Plains on 18th June. He managed to borrow one of grandfather Geoff Leverton's old models and finished in first place in Sportsman Pattern.

I did journey North for the event and touched base with a few old friends. I was surprised to meet David Gibbs who, along with his father Russell were member here in the mid-seventies. David was flying in the event and is a member of the Doncaster Club in Victoria.

#### **Subscription rates for 2005/2006.**

**Senior member—\$190**

**Country member—\$160 (residing more than 50 km from Kelly Field)**

**Pensioner member—\$160 (holder of pension card)**

**Associate member—\$80 (affiliated with another club)**

**Associate country or pensioner member—\$50**

**Family—\$145 (spouse of member)**

**Family—\$95 (dependant child of member)**

**Junior—\$105 (under 18yrs @ beginning of membership year)**

**Social member—\$15**

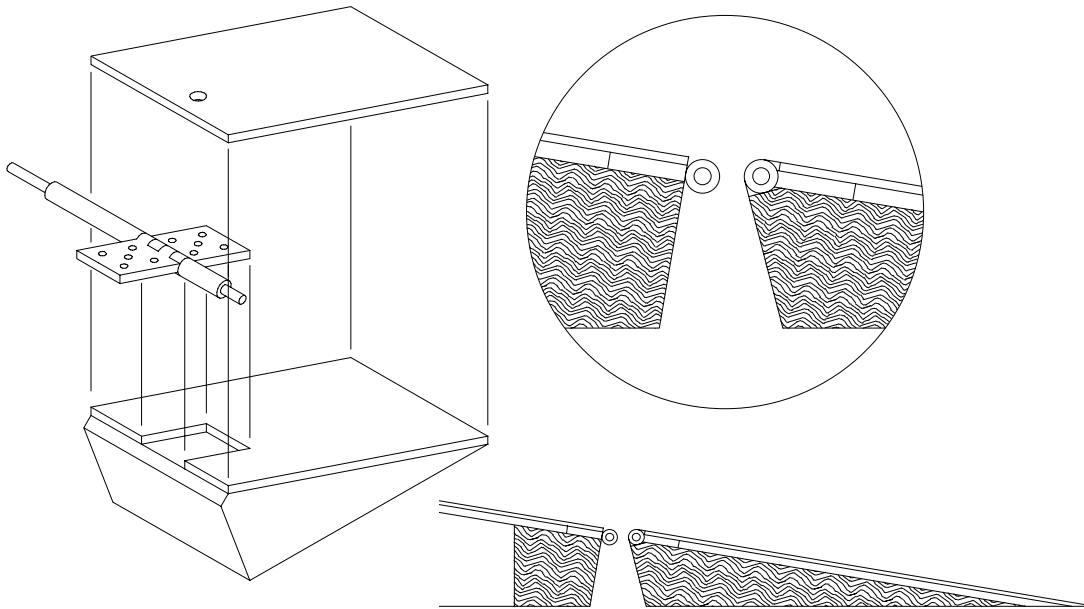
**Life or honorary member \$0**

## GAPLESS HINGES (Bryce Atkinson)

This method is a bit fiddly, but relatively easy and very effective.

It relies on the following key elements:

- Factory manufactured pinned nylon hinges
- A hinge slot that is built rather than cut
- A single hinge pin the full length of the control surface
- Use of tubing over hinge pin between hinges



### Method

Sand a small chamfer on the upper leading edge of the control surface, wide enough to accommodate the lower portion of the hinge.

Cut a sheet of ply or balsa with the same thickness as the thickness of the tangs on hinges to be used, to the same size and shape as the control surface, with openings cut in the leading edge to accommodate the hinges.

Glue this onto the control surface with the leading edge of the sheet level with the rear edge of the chamfer cut earlier. Wipe excess adhesive out of the hinge openings.

Cut a further sheet of ply or balsa to the same shape and size as the control surface and glue in place with the leading edge flush with the leading edge of the sheet glued earlier. Scrape excess adhesive out of the hinge slot if necessary.

Remove the factory supplied pins from the hinges and replace with a single continuous length of piano wire of suitable diameter. The wire should be thick enough to prevent slop, but thin enough to allow the wire to be easily threaded through the hinges. 1/32" wire works best for medium Dubro hinges.

Place lengths of suitably sized tubing over the new continuous hinge pin between each hinge. The tubing should have an inside diameter sufficiently large to allow the hinge pin to be easily inserted, and sufficiently tight to eliminate slop. K&S aluminium tube with 1/16" outside diameter works well with medium Dubro hinges, however anything that will fit will do: such as plastic WD40 capillary tube.

Dose the hinge pin and hinge joints with sufficient Vaseline to prevent ingress of adhesive and glue the hinge assembly into the control surface. Use whatever method you normally use to glue hinges in position, but also glue the tubing to the leading edge of the control surface.

Most modellers pin their hinges, due to the fact that trying to get glue into the hinge slot through the outer opening of the slot is not very efficient or effective. An alternative method involves drilling a fair diameter hole (1/8") into the slot from the upper face of the control surface, and then dribbling CA into the opening. Once a hinge has had even a sniff of CA it will never come out.

Remove the hinge pin, and the leading edge portion of the hinge halves.

**(continued page 7)**

MODEL AERONAUTICAL  
ASSOCIATION OF AUSTRALIA INC.

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New sletter

NO. 5 / 2005

**Secretary:** Ivan Chiselett, 1 Watson Ave, Mont Albert Nth. Vic 3129 Telephone (03) 9897 1220 Fax (03) 9897 1445  
e-mail; secretary@maaa.asn.au

**MAAA Internet:** <http://www.maaa.asn.au>

**Manual of Procedures**

The M.A.A.A. Manual of Procedures is on the M.A.A.A. web site.

**Team Trials**

2006 CAOCC Helicopter Championships in Japan. The Helicopter Subcommittee Chairman has advised that the team trial for this contest will be held in conjunction with the Victorian State Championship at the Victorian State field in mid November. For the exact date and additional information please contact the Chairman, Mick Warren, at [mick.warren@bigpond.com.au](mailto:mick.warren@bigpond.com.au).

**M.A.A.A. Affiliation Fees for 2005/06**

The M.A.A.A. Council has set the M.A.A.A. affiliation fees for 2005/06.

**Fortunately the insurance costs reduced for the second year in a row. A major contribution to the reasons is our very good safety record. Let us all strive to keep our excellent record intact. We should all be vigilant at all times to eliminate unsafe practices and improve safety.**

The 2005/06 M.A.A.A. Senior & Pensioner affiliation fee has been set at \$100 and the Junior fee at \$80. When compared to the 2004/05 fees, this is a reduction of \$10 for Seniors and Pensioners and a \$15 reduction for Juniors. This is the second year in a row where the M.A.A.A. fees have reduced. Let us hope that the trend continues. It should be noted that the State Association affiliation is to be added to these fees as are your club fees.

**Insurance Policies Covering M.A.A.A. Members**

**Being an affiliate member of the M.A.A.A. you are covered by four different insurance policies. These being;**

1. Third Party Public and Products Liability
2. Personal Accident
3. Directors and Officers Liability / Corporate Reimbursement Insurance
4. Professional Indemnity

All but about \$28 of the current \$100-00 M.A.A.A. Senior fee goes towards the costs of insurance. I shall attempt to explain the cover that these policies offer.

**Third Party Public Liability**

This policy provides a limit of \$20,000,000. The excess this year has been set at \$5,000 by the insurance company, down from the \$10,000 it was last year. The member on whom the claim is made is responsible for the first \$250 with the M.A.A.A. being responsible for the remaining \$4,750 of the excess. The MAAA has set aside funds to cover this and it is part of the cost of our insurance.

This policy indemnifies you for personal injury or property damage to third parties that you are found to be legally liable for as a result of the pursuit of model aviation. The policy also includes member-to-member cover. This means that if a member causes another member serious injury and/or property damage the policy will be respond. It is impossible to give definite answers as to coverage in specific circumstances. It should be noted that the ultimate arbiter on any claim would be a Court of Law.

It should be noted that as result of a decision taken by the M.A.A.A. Council at their 2004 meeting, damage to models, irrespective of the cause, will not be covered by the third party public liability policy.

The policy also provides third party legal liability cover for clubs and associations. This includes claims for damage against the club from members of the public visiting the club facilities. It also includes cover for catering, provided all State catering regulations are abided by. Claims resulting from injury caused by playground equipment on the club grounds are also covered. The equipment should comply to State requirements and be properly maintained.

If a club organises a display the policy covers the third party liability aspects of the function provided that all the necessary regulations are abided by. Any display involving model aircraft requires a display permit. See the M.A.A.A. Manual of Procedures on the web site for information. Please note that this procedure has been significantly altered recently.

It should be noted that it is extremely difficult to obtain this type of insurance and even harder to get member-to-member cover. Again this year we were only able to obtain one quote for this policy. Fortunately our very good safety record has seen a reduction in the cost of the policy.

There is no age limit for the third party policy. There is an age limit if 80 years for the Person Accident policy but **NOT the Third Party policy.**

Many people have noted that they have an apparently similar cover with their home and contents policy and ask why can't they use that policy. From feedback I have received, the vast majority of members "demand" that all that fly have a policy that can be actioned should they be unfortunate enough to sustain injury or damage as a result of the actions of another member. To have people monitoring other policy coverage, dates of currency and conditions of the many home policies of members would be an impossible task. Not all home policies provide the same level of cover as the M.A.A.A. policy. I am sure that no member of a club would volunteer for the position of "insurance officer".

Imagine their predicament if there was an accident and they found that the "insurance officer" had let a person through without adequate insurance cover. The M.A.A.A. insurance Broker has also provided the opinion that the majority of Home policies would not respond to claims made involving model aircraft. The M.A.A.A. is able to obtain the cover it does at, relatively speaking, very good rates due to the fact that having all members covered spreads the risks and ensures that even if there is a claim the individual is not singled out for any resulting increase in premiums.

**Personal Accident**

This provides personal accident coverage for affiliate members under the age of 80 years;

1. Competing in competitions and championships and other activities organised and under the control of the insured;
2. Acting as an official at competitions and championships organised and under the control of the insured;
3. Acting as an elected official of the insured;
4. Engaged in volunteer activities organised and under the control of the insured including direct travel to and from such activities;
5. Travelling directly to or from activities described in 1 to 4 above.

Organised would mean the M.A.A.A. and associated clubs having sanctioned the events or activity. This would include training, testing and activities at the club / fields. It should be noted that the coverage does not include your activities with model aircraft at home.

The policy also provides for salary maintenance for salary earners. It provides 80% of net wages up to a maximum of \$500 per week for a maximum of two years. It also pays 80% of the non-Medicare medical expenses to a maximum of \$4,000 for each claim. There are also stipulated maximum amounts for loss of sight, hearing, limbs etc.

The policy has an excess of \$50 and 7 days in the case of salary maintenance.

It should be noted that the policy does not cover the medical fee "gap". That is the difference between the Medicare rebate and the fee charged by medical practitioners. It is illegal to have insurance to cover this.

The M.A.A.A. will reimburse members, who are over 80 for a complete membership year, the cost of the Personal Accident premium if the person sends a copy of "proof of date of birth" to the M.A.A.A. Secretary. If you are 80 or older as at July 1<sup>st</sup> 2005 you are eligible for the refund. The Secretary will arrange for a refund of the policy cost, about \$6-00, to be sent.

**Directors and Officers Policy**

This policy covers the legal expenses of the Club or Association and its officials in the event of them being subjected to legal action as a result of their position. It should be noted that the club officials should exercise due care and with regard to State and Federal laws in carrying out their duties as directors.

As in all other cases if the Club Executive believes that there is a possibility that they will be involved in legal action they should contact the M.A.A.A. Secretary as soon as possible.

The excess on each and every claim is nil for Directors and Officers Liability and \$2,000 for Corporate Reimbursement.

**Professional Indemnity**

This policy covers Inspectors, Club Officials, and Instructors for advice that they may give in regards to model aviation. It is also possible for Professional Instructors, who are members of the M.A.A.A. to be listed on the policy for their activities as a profession instructor of model aviation. For a member to be listed as a Professional/Paid instructor they must hold the M.A.A.A. Instructor Rating, have the recommendation of their State Association and have permission from their club/s to conduct paid instruction at their field/s.

Members holding an M.A.A.A. Instructor rating interested in "registering" as a professional/paid instructor should contact the M.A.A.A. Secretary for more information. There is currently a \$50 fee per year to be listed on the policy.

The excess on each and every claim is \$2,000 that is the responsibility of the party on who the claim is made.

**What to do in the Event of a Claim**

The M.A.A.A. Manual of Procedures includes a procedure "Accident / Incident Reporting and Actions Procedure" which details the process that should be followed in the event of an injury and/or possible insurance claim. A copy of the procedure is available on the M.A.A.A. web site or from the M.A.A.A. or State Association Secretary.

It is important that all possible claims are reported as soon as possible. Please ensure that witnesses are recorded and statements taken. It is hard to chase up everyone after the event.

Please note that every incident/accident should be thoroughly investigated and "closed out" in accordance to the requirements of the procedure. The importance of reducing accidents is vital to our organization. We do not like to see fellow members injured and it also adds greatly to our costs. Please do your bit and be very vigilant with the aim of no accidents. **(continued page 6.)**

As I have noted many times, the meeting of propellers and fingers still seems to be a favourite trick for many of us. Although it sounds a bit of lark the injuries sustained by some of our members are very severe. Some have lost fingers and others the full use of them. Please be careful around props and use effective aircraft restraints when starting. Most important of all, do not reach over a turning prop, go behind to release the glow plug and make adjustments. Safety is a continuing thought process.

**July Specials!**

- JR NES-577 servos—\$20 each or 4 for \$75.**
  - Sportsman Aviation Spitfire with retracts \$300**
  - Green R/C Models Easyflyer—only one left \$100**
  - Green R/C Models Impulse—full house, one only \$120**
  - Phoenix Scanner—great 2nd model \$120**
  - VMAR Extreme Stick—low wing \$135**
  - Heavy duty starters— \$45**
  - Great Plains Big Stik 40—top quality \$175**
  - Green R/C Models Delta 40— for the adventurous \$165**
- Evolution engines are due any day.**
- Garth Wilmot ph 62431790**

**For sale.**

- Sukhoi SU29 with Magnum 108 t/stroke—needs rudder repair & new undercarriage only \$250**
  - Graupner motor glider—finished in two pack, ready to fit out \$180**
  - Pr. Floats to suit 40/60 size (needs fittings) \$ 25**
  - Sport pylon model—fuselage, foam wings & instructions \$65**
- Nigel Dutton ph 0417 766304 or 62602766**



**Members are reminded that they may use this publication to advertise goods wanted or for sale.**

**If you have anything useful that you want to flog, why not take advantage of this newsletter, which is circulated to all clubs around the state.**



**Erwin Boot's Extreme Stick on finals.**

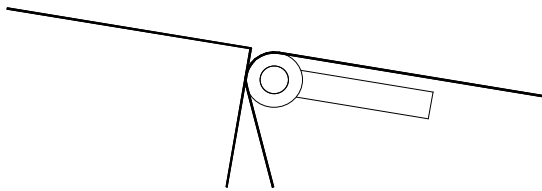


**Karen Jeffrey with Mark Leverton's Adrenalin.**

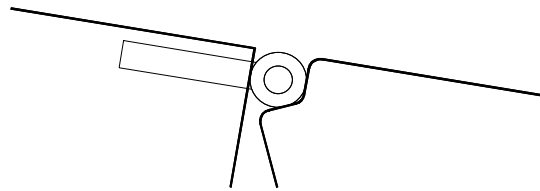
Fill any gaps between the tubing and the control with glue or filler, and sand the leading edge and upper surface of the control to conform to the outer diameter of the tubing. Make sure there is sufficient relief to allow the necessary control surface movement.

Carry out any other work necessary to prepare the control for covering.

Paint or cover the control. If using heat shrink, cover straight over the hinges, and then cut small nicks in the covering at right angles to the control, to allow the second half of the hinge to be inserted. Note that it is not necessary to cut large openings in the covering by pushing the covering down to permit the second half of the hinge to slip into place.



SECTION ON TRAILING EDGE TANG

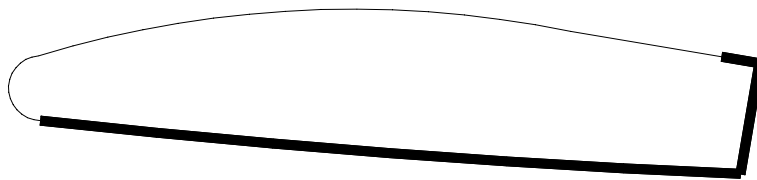


SECTION ON LEADING EDGE TANG

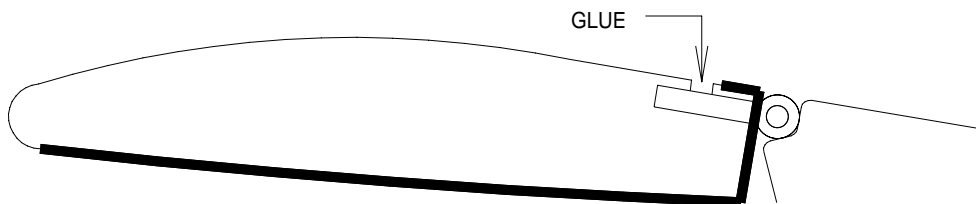
Build the hinge slots for the trailing edge of the wing in the same manner as described above, except this time glue the two pieces of thin ply or balsa flush with the trailing edge of the wing.

Cover the wing and cut slots in the covering at each hinge slot. Reassemble the hinges and leading edge hinge halves on the control surface. Glue the control surface in position with the leading edge of the control surface hard up against the trailing edge of the wing.

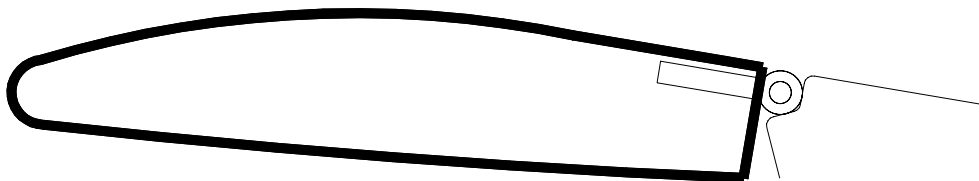
The same method as described above can be used for gluing the hinges if the covering process is carefully planned.



1. COVER TRAILING EDGE AND LOWER WING

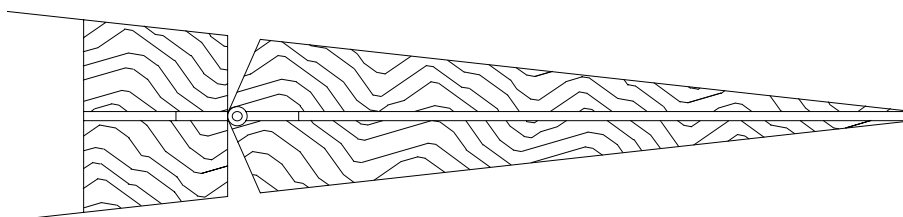


2. GLUE CONTROL SURFACE IN POSITION



3. COMPLETE COVERING

The same general approach can be used for gapless midline hinging.





## Report on the TMAA, AGM held at Campbell Town on Sunday 05/06/05.

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Attended by Garth Wilmot & Ray McCarthy

Delegates from each of the clubs throughout Tasmania were in attendance, along with Ivan Chiselett MAAA secretary. After the normal AGM meeting and election of office bearers, who remain the same as last year, the main issues of the day were dealt with.

The first was Fees for 2005 – 2006. Due to a small decrease in insurance premiums, the delegates voted to increase the amount paid to TMAA, to stop the loss forecast in the TMAA budget. Subsequently our club may gain an extra \$5.00 / member /year, without increasing most membership fees for this coming year. This outcome is a win-win situation all round.

The second issue is Insurance.

Ivan has fully explained the insurance issue, which makes sense. We have all presumed that Public Liability insurance, covers what we do, which is correct up to a point. Those who believe their household insurance policies cover them are WRONG.

Third party insurance is just that. If a visitor comes to our field and is injured, they are covered by this policy. If a member injures a fellow member at the field then that person would not be covered because each member is part of the initial policy.

We have to be covered by a Person to Person policy, which is where the problem has existed. QBE is the only broker presently offering this type of policy. MAAA is constantly on the lookout for a broker to be more competitive, but until this happens we stay where we are. Person to person claims are the most prevalent of all. Our policy also has a personal injury section to cover injuries to self from, for instance sticking ones hand through a prop. We also have had the excess reduced from \$5000.00 / claim to \$250.00, for which the club member is responsible and the MAAA pays the balance. This year the insurer has reduced the overall excess down from \$10,000. Hopefully if the number of claims continues to reduce our premium will follow

Ivan also told us of MAAA's involvement where clubs suffered interference, I believe we should follow up on this. He also suggested Public Interest Days instead of Public Open days. With the Interest Day we could charge a fee to cover an information session about flying, maybe some simulator demonstration, hands on flying on a trainer and lunch. This has been found to be a good method of recruitment. The sessions would be booked with numbers of say 10-15 people.

We also covered the question of unlicensed instruction. Only those with MAAA instructor rating or those designated by the club, as instructors should teach. If you decide to help a mate out you could be jeopardising your insurance. Ivan also said that around the edges of insurance there has been talk of all insurance policy holders to have gold wings.

Finally, park flyers. If you fly a park flyer anywhere else other than a registered field, you will be totally responsible for any injury your park flyer causes. We were told of, a person being nearly decapitated by an electric helicopter.

HMAC has committed to holding two events over the coming year, State fly-in & a Scale fly-in. Your new committee will set dates for these events.

**Ray McCarthy.**