



Torque Back.

January/February 2006

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www.hobartmodelaeroclub.org

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Christmas luncheon

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Mode 2 flying.

The Christmas luncheon was held on 4th December and was very well catered by the ladies' committee. While the skies were somewhat threatening and morning winds somewhat blustery, the weather improved as the day wore on allowing beginners' training flights as well as normal flying.

There was a good attendance and the ladies certainly put on an excellent spread in keeping with last year's effort.

The Christmas raffle was drawn and the major prize was won by Peter Lambert. Thanks are due to those members who bothered to sell or buy tickets, thus showing their support for club fund raising efforts. This raffle was also conducted by our hard working ladies' committee. Special thanks are extended to this committee who also run our canteen etc.

Most of the money raised by the ladies' committee is spent on amenities to benefit all members. Their efforts are much appreciated.

It appears that potential new family members, while making enquiries, were advised that we would be unable to provide training on mode 2.

This is completely incorrect as we are able to provide buddy box instruction on mode 2 as has been undertaken quite recently for potential new member Wayne Shephard and Geoff Davis, who has now obtained bronze wings.

We do not have many mode 2 fliers at present and do need a mode 2 instructor to make things a little easier, however this certainly doesn't preclude training for new or potential new members.

The only proviso is that the student's mode 2 transmitter must be used.

Members are requested to refer any enquiries to one of the club instructors.

Sunday 30th October brought a magnificent day for flying after some pretty average Spring weather. A large number of members turned up to take advantage of the conditions.

It was pleasing to see Bernard McKay on one of his rare appearances and, in spite of lack of flying, he showed that he had lost little of his natural ability. Unfortunately his day was ruined when he lost his model due to an unfortunate frequency mix-up. The incident could have been very serious as his PC9 crashed in the pit area.

The following weekend also brought good weather conditions and Mark Leverton arrived down from Ulverstone with the usual trailer full of models.

Will Tremayne provided the real drama over the weekend when his Arrow Tiger went in. Will didn't lose heart and immediately replaced it with a new 3D Rush.

Peter Ralph really enjoys flying his Phoenix 60 Trainer now powered with a Saito 65 rather than the original vintage OS 60. The model is ideal for gentle, realistic flight and will do touch and goes until the cows come home. With some additional nose weight these large models prove to be ideal trainers for .46 size engines.

The weekend of 12th and 13th November was some what frustrating, with rain on Saturday and fresh Westerly winds on Sunday. Nevertheless quite a few members flew and most coped well with the turbulent conditions. There were no incidents of note apart from one of our more senior members leaving his transmitter at home.

The following weekend was even worse with only a couple of hardy souls venturing into the air.

Sunday 27th provided some reasonable flying weather at last. Wind was variable and came from most points of the compass although predominantly from the northwest.

New member Geoff Davis had a few successful flights with his Seagull Decathlon and went home very satisfied.

Ray Maunder seemed to be having a great deal of trouble getting his Corsair off the ground. Those scale undercarriage locations often cause these problems.

Ivan Patterson however, was not so successful as the wing of his Boomerang Trainer folded in flight, with rather disastrous consequences. It was thought that a recent repair session may have overlooked some further damage.

Potential new member Michael Gunn had a go on the club trainer and was soon hooked on the hobby. He has since purchased a trainer, however a broken bone in his wrist has precluded further training for a few weeks.

I heard that Santa was bringing Daniel Port a very special new 3D model which should prove interesting. I understand Danny has a Thunder Tiger 120 to power this beast.

Sunday 11th December provided ideal flying weather, however the attendance was a little disappointing. Perhaps the usual round of Christmas activities accounted for the poor roll up.

Intending new member Wayne Shephard had his Cobra roll in when being test flown by Geoff Leverton. It appeared to be some form of radio problem.

Officers Bearers 2005/2006.**President:** Ray McCarthy.**Vice-president:** Jan Wilmot.**Secretary:** Michael Hawkins.**Treasurer:** Mary Patterson.**Contest Director:** Gerald Haley.**Public Relations:** Erwin Boot.**Newsletter Editor:** Garth Wilmot.**Committee:** Ken Jones.**Registrar:** Garth Wilmot**Field Maintenance:** Ken Jones & Bob McAllister**Patron:** Doug Chipman.**Life members:** Jan Wilmot and Garth Wilmot**Aircraft Maintenance by Jim England.**

Just like real aircraft, models also need regular maintenance. I recently checked my Nepal Airways Harbin Y2 (Multiplex Twinstar) and found one elevator and one aileron hinge broken through the hinge line.

This would eventually lead to failure in flight with disastrous results to the aircraft, possible damage to other aircraft, but worse, possible injury to persons.

The Twinstar has survived nearly 350 hours flying with only one major prang, caused by the failure of a solder joint on a replacement diode in the speed controller. It is prudent to check all solder joints and also mountings for servos, motors etc.

Even a hard landing can result in damage to these items which could easily go un-noticed. Secure all electrical plug connections at least with a bit of tape. All of the above have been experienced by yours truly.

As the elevator servo cops most of the workload, I swapped this with the rudder servo, which hardly gets used.

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****New members may be eligible to pay 50% of fees if joining after 1st January if they have not been a member in the preceding year.****Other members rejoining may be eligible for half club fees but full affiliation fees.****Specials!****Rechargeable 12v nicad packs to fit 12v starters \$33.00****JR NES 577 servos 4 for \$75.00****Partenavia electric c/w radio & charger etc. Ready to fly @ \$125.00****Cobalt speed 400 motors \$20.00****Garth Wilmot phone 62431790****Rubbish.****Members are requested to take their rubbish with them when leaving the field.****All parts of crashed models must be taken home rather than left in receptacles for recycling material.****It is left for only a couple of members to remove garbage from the club rooms, rather than sharing the load.**

COMING EVENTS.

DATE	EVENT	CLUB	LOCATION	TIME
January 21	Pattern	LMAC	Symmons Plains	9.30
Feb 18 & 19	State 7 cell glider championships	LMAC	Symmons Plains	9.00
Feb 25 & 26	State fly-in	HMAC	Kelly Field	10.00
March 18 & 19	State pattern championships	LMAC	Symmons Plains	9.00
April 15 & 16	State scale championships	LMAC	Symmons Plains	9.00
May 3 & 4	Scale fly-in	PFL	Panzhanger	?
May 20th	7 cell electric	LMAC	Symmons Plains	9.30
June 17	All models day	LMAC	Symmons Plains	9.30

HMAC barbecue days first Sunday in each month. Some food is usually available on most Sundays subject to demand, Further events will be listed as they come to hand.



John Tonks (son of Jack & Colleen) hovering the Radix inside the club-rooms.

Club fuel sales.

Members are reminded that fuel , in various mixes, is available at the field.

It is kept in a locked cupboard in the equipment shed and it is only necessary to contact Erwin Boot or Ray McCarthy for supply.

Stop press.

Phoenix Rainbow electric powered ARFs just arrived. This is a top quality product for geared speed 600s or larger. \$150

Contact Garth.

Float-fly Oct 29th

5.

An impromptu float flying day was arranged for Saturday 29th and the weather forecast was far from promising. A glance out of the window around 7.30 a.m. indicated that it was raining rather consistently and didn't look at all promising.

I had worked during the previous evening to finish a VMAR Stinger equipped with VMAR floats. The ARF float kits are very good quality and I wish I could say the same for the aircraft. Nevertheless the annoying problems were overcome and I finished up with an attractive package. Emails were floating back and forth, to and from Andrew Hutchinson, Peter Ralph and Chris and Ken Lawson. At around 10.50 a.m. a message arrived advising that Andrew, Ken and Chris were underway, so I packed up and followed.

On arrival I found the intrepid trio along with Peter Ralph who had been at the dam for some time and had already had a couple of flights with his VMAR Extreme Stick. He was worried about the amount of water thrown up in the area of the underslung servos and decided to make some modifications before flying again.

Both Ken and Chris were experiencing difficulties of various kinds including balky motors, water rudders going in reverse direction to the rudder and floats undersize on one model.

My hastily completed model was fired up, the old HP .40 tuned and straight into the water. The only float plane I had previously flown was a little Lazy Bee and I didn't really know what to expect. The model taxied out, the throttle was advanced and away we went. The take-off run was a fair bit longer than expected, however with one small bounce we were away and skyward.

The Stinger performed superbly and loops and rolls were executed quite early in the flight with cruising speed only requiring half throttle. All VMAR models seem to fly very well and it is a great pity that build quality leaves something to be desired. When it came time to land the model settled down nicely and was taxied back to the shore. The sight of models operating off water is quite exhilarating and I must say that I was well and truly hooked. On completing a second successful flight the landing was effected on one float only and the model settled down nicely without a single bounce.

Unfortunately Andrew Hutchinson did not have a very good day. His quarter scale Beaver proved very difficult to steer on take-off and, on the second attempt he got it airborne and circled without problems and landed successfully. After similar problems on the second flight he lost control and crashed onto the far bank. At the time it was difficult to determine the cause of the crash, however it did appear that the controls locked. It appeared possible that the radio might have gone into fail-safe mode and Andrew may have been lucky that the wreckage was on dry land, rather than the middle of the lake.

Andrew later advised that subsequent investigation of the wreckage in the workshop uncovered the real cause. Andrew reported as follows: "The gory dissection of the Beaver has been done, guts strewn across the floor. All was revealed when right float was opened to reveal a float rudder servo with rusted screws, and water soaked connection. Had been sitting up to its waist in water, and finally shorted out the whole system. This position of the servo inside the float, under the water line provided magnificent water control, but gave it significant vulnerability. I had bagged and sealed all connections, but hadn't done the rudder servo well enough as there was water inside the seal."

If, as I expect, float flying gains in popularity, we will have to have the site registered as a club flying field. The dam is an ideal venue and much more suitable than Craighorne being closer and we do not expect to have any hassles in gaining access.

Garth Wilmot.

6. The Presidents Report – November 2005

Almost another year gone, we might get older and slower but time accelerates.

The Xmas luncheon was held on 4th December and was well attended.

Also it's that time of year when the grass needs cutting. We expect to do really well out of this crop. Negotiations have taken place with a farmer who lives at Brighton. He will cut, rake & bale and either take it away or sell it out of the paddock and give the club \$3.00/bale, that's right he will pay us \$3.00/bale. Conservatively we can expect to make around \$3,000.00 which would be used to provide more amenities for members and generally improve the flying strip etc.

By the time you see this newsletter it should be happening.

He has made a proposal to the club that he is prepared to come in and cultivate the ground, plant oats, potatoes and grass, look after the property at no expense to us, giving an annual income from which both parties will benefit. However this proposal will need careful consideration as well as approval by the Clarence Council.

We have asked for his proposal in writing to cover both parties as he is basically leasing land from us. He already knows that we need full access to the field for retrieval and we have also touched on the proposal for re-planting the strip with grass and clover.

Early days at this point, but if you see activity around the outfield you will be aware of what's happening..

By now you should all have received the notice regarding transmitters and the use thereof.

I happened to be one of three people who were very lucky not to have received potentially serious injuries from an aircraft that was spearing directly for us at full speed, into the pit area, out of control.

A transmitter was being used by another person without the appropriate key in the board. The results could have been disastrous for the three of us, but it was definitely disastrous for the aircraft which was destroyed. Nobody likes this happening as it puts all the gear in the plane in question. I can personally vouch for having lost several planes due to using a receiver from a destroyed aircraft which was faulty even after sending it away for rectification.

The committee will be patrolling the pits for transmitters

Pole star for sale.

This plane is unique and comes complete with OS Max 60 ringed engine c/w all servos, tank, pushrods etc. Just fit your own receiver, switch and battery pack and go flying.

A bargain at \$250. Ray McCarthy

phone 62602021



not in the pound, we have to ask you all to play the game, and respect your fellow members by abiding by the rules.

Beside the western strip we have now positioned the area we will be using to undertake our noise testing for aircraft. We will be asking members to be part of this testing procedure, with the committee setting the acceptable noise levels. Once set, all aircraft both member and visitor, flying at HMAc must not exceed these levels.

I have noticed that a number of pilots tend to follow their aircraft with their feet, when flying. From when I was first taught, my instructor told me to stand at right angles to the strip, plant my feet and do not move them. You fly to your left or right shoulder depending on your circuit, but in this position you always know where the strip is, directly in front of you.

See you in the air.

Ray McCarthy.

The following directive was issued to all members early in November.

7.

Frequency control.

As most members will be aware, we very nearly had an unfortunate accident at the field, which could have resulted in serious injury.

The incident was as the result of a frequency clash which occurred because a member had more than one transmitter on different frequencies and apparently placed the wrong key on the board. Accidents of this type can easily happen if strict guidelines are not in place.

In an attempt to prevent further similar incidents the committee has reviewed frequency control procedures and laid down the following ground rules:

1. The transmitter pound will be used at all times and transmitters must be placed in the pound on arrival at the field and when not actually in use.
2. Frequency keys must be clearly marked with owner's name and frequency. If details are not marked with Dymo etc. a permanent marker must be used. Similarly all transmitters should have owner's name and frequency shown thereon.
3. Ill fitting keys or clothes peg markers must not be used on the 36 MHz board or keys with the wrong frequency marked thereon. Clothes peg types must be used on the 29 MHz board.
4. All transmitters in the pound must have the key placed on the aerial or throttle stick. If the key has to be removed from the transmitter there is a fair chance it will end up on the board.
5. Members should have an individual key for each transmitter even if they are on the same frequency.
6. After each flight the transmitter is to be returned to the pound and the key removed from the board and placed on the transmitters.
7. Use of the frequency is restricted to no more than twenty minutes per flight while other members are waiting for the frequency.

It is unfortunate that we have to institute further rules which may appear draconian; however it is prudent to take measures that may prevent an accident of any kind which may have serious consequences for members and/or spectators.

Members are advised that keys to the abovementioned standard will be mandatory after 1st December and members not complying will not be permitted to fly until the requirements are met. Similarly visitors from other clubs will be required to comply with this directive.



From top left clockwise.—Stinger in full flight, The Beaver approaches, Wimpy II taxis out, flying boat gets airborne, Extreme Stick on take-off, Lawson father and son, Tony Bannister caught on camera. Photos by Peter Ralph.

Newsletter

NO. 7/2005

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M.A.A.A. Internet: <http://www.maaa.asn.au>

Manual of Procedures

The Manual of Procedures is a "live" document and is continually being updated. Please check the M.A.A.A. web site from time to time to ensure that you are aware of the latest editions of the documents.

When using forms from the Manual please ensure that you download the actual form from the end sections and not use the example in the procedure.

Non Coverage at non M.A.A.A. Organised events

The 2005 M.A.A.A. Council Conference unanimously endorsed the current M.A.A.A. policy on the limitations of the cover provided by M.A.A.A. insurance policy. This is that: -

The M.A.A.A. Third Party and Directors and Officers Insurance cannot be used to underwrite insurance cover, for example where local authorities require proof of insurance for hire of faculties, if non affiliated members of the M.A.A.A. will be flying at the facility unless they are covered by the M.A.A.A. Visitor Policy

Clubs shall not allow non M.A.A.A. affiliated members to fly at their fields unless they are covered by the M.A.A.A. Visitor Policy.

The M.A.A.A. individual third party insurance cover is not extended to Affiliated Members flying at organised events and sites with non affiliated members of the M.A.A.A. unless they are covered by the M.A.A.A. Visitor Policy.

Request for photos for new Brochure

The M.A.A.A. is currently working on a new brochure. We are therefore seeking photos of model aircraft suitable for a brochure. We are seeking photos of all types of models so that the brochure can show the wide diversity of model aircraft that are in use today.

If you have photos that you consider would be suitable please send them to the M.A.A.A. Secretary. The address is at the start of this Newsletter. Please note that we will not be able to return any photos sent. Only send photos that you are in agreement for the M.A.A.A. to use, free of charge, for the purpose of producing a model aircraft promotional brochure. Electronic format is OK.

Wings Ratings on New Membership Cards

I have had quite a few members contact me complaining that their wings ratings are not printed on their M.A.A.A. membership cards. State Secretaries and/or Registrars are not mind readers they require the Clubs to pass their members ratings onto them so that they can be recorded.

To clarify the system. State Associations are responsible for the administration of the M.A.A.A. Flight Proficiency scheme. It is their responsibility to record the ratings of members so that the ratings are printed on the M.A.A.A. membership card. It is also their responsibility to pass this information onto the M.A.A.A. Secretary so that the main M.A.A.A. database is updated with the member's ratings. The recording of this information in the M.A.A.A. database is vital especially for members that move interstate.

It is the responsibility of Clubs/Instructors/Members to have systems in place that ensures that their members' ratings are passed onto the State Association. State Secretaries and/or Registrars are reminded to forward ratings to the M.A.A.A. Secretary so that the national database can be updated.

If you pass a rating make sure your club has a procedure in place to advise it up the line otherwise it will not be recorded in the State and National databases.

Inspector, and FAI Observer Rating/Appointments.

As has been previously advised in M.A.A.A. Newsletters, all Inspector and FAI Observer ratings/appointment are as printed on your new M.A.A.A. Membership card. The old separate cards that were issued to FAI Observers and Inspectors no longer have any status and can be destroyed. If your new (2005/06) M.A.A.A. membership card does not have an Inspector or FAI Observer rating printed on it then you do not have a Rating/Appointment.

It should be noted that the FAI Observer status is only maintained with continuous M.A.A.A. membership. If you did not affiliate for one or more years your status as FAI Observer was "lost". If you wish to be an FAI Observer again you must re-apply.

As for the case of Inspectors, early in 2005 all Inspectors were written to and asked to send back a form advising if they wished to be considered for re-appointment for a term commencing on July 1st 2005. The letter advised that all Inspector terms of appointment finished on June 30th 2005 and they needed to advise if they wished to be considered for re-appointed. The letter advised that any Inspector that did not return the form was assumed to be NOT re-applying for the appointment.

There were many Inspectors who were current in 2004/05 and did not reply to the letter sent. Therefore their Inspector appointment/status was not renewed. As such these people were not re-appointed for a further three-year term commencing on July 1st 2005 are therefore no longer M.A.A.A. Inspectors. If they wish to become inspectors again they will have to reapply.

Federal Secretary

It should be noted that the current three term of the Federal Secretary concludes at the 2007 Council Conference. Nominations for this position will be sought in early 2007. It is appreciated that there is still about one and a half years left in the current term however it is considered appropriate that a large lead-time notice for this position is given as it is a full time paid position and those considering nominating for the position may require additional time to decide if they wish to nominate. Currently the position has the same nominating requirements as the M.A.A.A. President position.

The Federal Secretary is expected to provide a "home office" at their expense. The position requires very good and extensive computer and management skills as all business with the Executive and President are done via computers and the Internet. The Secretary is the main contact point of the M.A.A.A. from the public and Affiliate Members and is expected to handle the day-to-day running of the Association under the direction of the President and Council. The Secretary's current salary is \$51,200 plus compulsory superannuation.

Concessional (half year) Membership

We are coming up to the time of the year, after January 1, when we get people joining and asking about paying half fees for the period until June 30. A person that has not been an M.A.A.A. Affiliate Member the previous year is entitled to half fees if joining after January 1st. Current M.A.A.A. Rules require that any person who was a member in the previous year shall pay a full years fee when joining after January 1st of the membership year.

Clubs should note that they will be charged a full M.A.A.A. fee for members who were affiliated in the previous year even if they have not collected it from the member.

Safety – Lithium Batteries

How many times have you said or heard 'if all else fails read the instructions'. The instructions often contain very important safety information, which could be vital to your safety and that of others. You should never assume that you know it all, particularly for new or evolving technology. For example, Lithium batteries are very different from the NiCad and NiMH batteries that we are more used to using. If the manufacturers safety warnings are not followed they can catch fire in a very serious way. Always read the safety information on all products.

Visitor Policy

The M.A.A.A. Manual of Procedures has a "Visitor Policy", MOP042, which defines how many flying instructional days a visitor is allowed and be covered by the M.A.A.A. Public Liability policy. The maximum number of visits to a Club is four. Clubs are entitled to set a lesser number at their field, but the number of visits cannot be more than four. However, whatever the flying standard of the visitor they must be under the direct supervision of an experienced member whilst they are flying in order to control the insurance risk

The M.A.A.A. Council has clarified the situation for a "prospective" member with respect to insurance coverage. A "prospective" member being a person who has submitted a properly completed application form to the club and is awaiting ratification of their membership application by the club/committee. The Council decided that a "prospective" member is, for the purpose of insurance, considered an Affiliate Member of the M.A.A.A. as soon as the Club receives the application to join the club until a decision is made by the club/committee whether to allow the person to join the club.

The Visitor Policy is in the Manual of Procedures section of the M.A.A.A. web site. Please read the Policy to ensure that its requirements are followed.

Australian Records

Three new Australian records have been set recently. These being;

Australian Speed Class – 1 14.32 secs / 251.39kph by Robin Hiern, and

F1N – Category 1 (ceiling less than 8 m) (indoor hand launched glider) - 43.8 seconds by Leonard Surtees

F2C - Rob Fitzgerald & Mark Ellins 6m 44.9s

We congratulate all the modellers on their splendid achievements.

World Champion.

Chris Callow (pilot) and Kevin Callow (caller) (Qld) have again won the World F3D world championship and set a new world record in the process. This is an outstanding achievement as it is their third world F3D championship in a row. What a fantastic effort. Just to put their stamp on things, they have also set a new world record at each of the three world championships. Their Australian record is still better than their world record so maybe they are saving themselves for the world champs in 2007. I am sure all members will join with the M.A.A.A. Executive in congratulating Chris and Kevin on their splendid achievement.

2006 Nationals

The 2006 Nationals will be held in SA over the period April 18 to 26th. See the M.A.A.A. web site for latest information.