



Torque Back.

H O B A R T M O D E L A E R O C L U B I N C .

P R E S I D E N T ' S R E P O R T

R U B B I S H .

- If you take your own food and/or drink to the field please take your rubbish home with you.
- Somebody has to dispose of our rubbish as there is no garbage collection. Don't add to the burden of the willing horses!
- You bring it, you take it home!

I N S I D E T H I S I S S U E :

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It's good to see that the weather has improved enough that we have been able to do some flying. Xmas presents started to appear, with some very good results. We saw the demise of the Club Trainer the other week, which was unfortunate but it had served it's purpose, introducing some new members to the club, so the committee agreed to the purchase of a new unit, so we now have a Boomerang 60 as a trainer. My old reliable 60ASP is the power plant, and we believe with a bigger aircraft which is easier seen, should be a good unit and a useful acquisition by the club. I have been concerned

over the time that I have been in office that proposals for the continual development of our club and facilities have not been happening, so I have proposed to the committee that we start having general meetings on say a bi-monthly basis so the ideas and information about proposed developments can be discussed and followed through. The first of these meetings will occur on Sunday 5th March at the field starting at 12.30pm. I would expect a meeting time of approximately one hour. We would like your ideas on what developments should happen at the field and how they should happen and how much member in-

volvement we can expect. Remember it's your club, be involved in it's future.

There is a proposal for continued outfield improvement and harvesting, if this is agreed to by the existing committee and is continued into the new committee, there would be ongoing funds that could be put into improvements without involving our existing club funds.

Please keep in mind that what I have said here needs to be ratified by the committee and you the members, this report is for you to read and formulate your ideas, so this first combined meeting is for feed back and important for setting our future course.

H O U S E - K E E P I N G .

Members are reminded that the outdoor settings at the field are not to be used for the purpose of storing, assembling or working on models of any type including electric. There is a sepa-

rate table/workbench for this purpose.

Recently the setting under the pergola had oil/fuel in copious quantities left on both the table and seats.

While one does not wear his best clothing to the field, perhaps visitors do.

In any case one does not appreciate sitting in a pool of oil!

Do the right thing!

EVENT SCHEDULE

| DAE | EVENT | CLUB | LOCATION | TIME |
|---------------|-----------------------------|------|----------------|-------|
| 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 6& 7 | Scale fly-in | PFL | Panzhanger | 10.00 |
| May 20th | 7 cell electric | LMAC | Symmons Plains | 9.30 |
| June 17 | All models day | LMAC | Symmons Plains | 9.30 |

AROUND THE HANGAR.

A warm welcome is extended to new members John Fazackerley, Michael Gunn, and Wayne Shephard who have joined this year.

Michael and Wayne had been flying small electric models before joining and were thus able to achieve bronze wing status immediately. This aroused an enquiry from both the state and federal secretaries as to the number of free visits allowed, however both fliers had each only had one free visit.

Just to ensure that everybody is fully informed, I will report that your geriatric newsletter editor recently went to the field with two models and no transmitters. This is to satisfy those sceptics who said that this would not make the newsletter.

Matt Faulkner has been enjoying puttering around with his Super Tigre 60 powered Boo-

merang Trainer 60. This is a great machine for majestic touch and goes, however he has now moved onto a Force 46 powered Scanner and is progressing well with basic aerobatics. It should not be long before he gets his gold wings.

It appears that former Queenslander Nigel Dutton will be returning to his home state soon. We wish him all the best and will miss his cheerful grin around the clubhouse.

It is pleasing to see Bob McAllister back at the field after a period of inactivity. Bob is one of our willing workers and a great asset to the club.

Mark Leverton imported a number of EPP foam wing models for electric combat. These are great fun models and quite a few members have bought them. It is planned to have some

novelty events for these machines at the State Fly-in.

Danny Port has been having a ball with his Thunder Tiger 120 powered Hangar Nine Showtime. After a few minor teething problems he is now mastering this great 3D model. He also intends to use this machine for pattern contests.

Just in case you didn't know Chuck Sutherland has a girl friend. Yes, it's true!

Michael Van Niekerk is reported to be scratch building a large scale Texan to be powered by a new OS 120 two stroke. He is even drawing his own plan. That is serious aeromodelling!

Social member Bruce Synott has, unfortunately suffered another stroke and I am sure all members wish him a speedy recovery.

Stuart Smith is a fairly regular mid-week flier and certainly enjoys his electric powered models, although not at all impressed by those noisy gas burners.

Your editor's electric powered Phoenix Rainbow surprised quite a few sceptics with it's lively performance. This pretty high-wing cabin model responds to aileron control very well and no rudder coupling is required. Actually it was quickly switched to low rates on the initial test flight. The model is powered by an Astropower Leisure ND20 outrunner with Castle Creations 45 amp esc. and Flight Power 3700 3S battery pack. The model went together very well except that the wire pushrods were too tight and replaced by Du-bro steel rods. The original pushrods put far too much load on the servos. Isn't it strange that problems of this nature don't get mentioned in magazine reviews.

It appears that the American RCM magazine has disappeared from the scene. On viewing the website there is a notice that the magazine is up for

sale. I expect that my subscription is now a dead loss with about 6 months to go. Due to the diminishing content quality I did not intend to renew this time.

Mark Leverton and his partner Karen regularly travel down from Ulverstone to fly at Kelly Field. They seem to make more use of the field than some of our local members.

Nathan Patterson seems to have made giant strides in flying ability over the past few weeks. That electric combat wing has certainly had a workout of late.

There has been a minor problem with members walking onto the strip without informing and getting clearance from other pilots. It is necessary to ensure that there are no other aircraft attempting to land at the time. Instructors need to advise trainee pilots of this requirement.

We are on the net.
hobartmodelaeroclub.org

A couple of our student pilots have managed to demolish their trainers recently. Both Trevor Spargo and Nils Powell have suffered this fate and in both instances it appears that they let the model get too far away. Also the buddy box system was not being used.

This newsletter is being produced under extreme difficulty as your aged editor managed to feed his hand into a prop again and will be virtually one handed for about seven weeks with severed tendon and artery. Many thanks are due to Ian Searle who effected first aid and drove me to the hospital. FORTUNATELY I WAS NOT ALONE AT THE FIELD! With the blood loss I could have been in deep trouble.

4.

H O B A R T M O D E L
A E R O C L U B
I N C .

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The club runs an extensive flight training program on both mode 1 and mode 2 and beginners and or new members are always welcome. A club trainer is available for those that want to get a feel for the hobby before committing funds to the purchase of equipment..

To arrange a free lesson contact Erwin Boot phone 0418127514 or Ray McCarthy phone 62602021

MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.

Newsletter

NO. 1/2006

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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.

Model Rocketry

At the 2005 M.A.A.A. Council Conference it was decided to allow, on a trial basis, model rocketry within the M.A.A.A. Limitations were placed on the size of rockets that would be allowed to operate under the M.A.A.A. umbrella. The following motion to allow rocketry was passed;

"The M.A.A.A. will, for a trial period of approximately one year, concluding on June 30 2006, allow Model Rocketry to be included under its umbrella subject to the following mandatory conditions:-

1. The M.A.A.A. Insurance Company formally confirm that the Policies will cover rocketry and any addition requirements imposed will be adhered to
2. Only rockets that conform to FAI Class S requirements, that is up to size F motors, and using commercially available motors, will be allowed.
3. Model rocketry will only be allowed at the fields of current M.A.A.A. aircraft clubs and the M.A.A.A. Executive are required to formally approve the operation of rockets prior to their introduction at each site.
4. Model rocketry shall conform to all Commonwealth, and the relevant State, legislation, including CASR 1998 Part 101 and Explosive and Mines legislation.
5. All conditions within the M.A.A.A. MOP's that can be applied to model rocketry will apply, even if these exceed other requirements for rocketry.
6. In addition the operation of model rocketry shall conform the CASR 1998 Advisory Circular AC 101-2(0) unless overridden by M.A.A.A. MOP's.

A Sub Committee of rocketry specialists shall be formed, including persons from outside the M.A.A.A. The sub committee shall be provided with Terms of Reference by the M.A.A.A. Executive and shall provide final proposals for all Procedures and the required changes to the M.A.A.A. Rules to formally incorporate rocketry within the M.A.A.A. These will be considered at the next Annual Council Conference scheduled for the end of May 2006."

Therefore model rocketry is now possible under the M.A.A.A. umbrella but with the conditions as noted above.

A Rocketry sub-committee has been formed and is currently working on preparing documents/rules for rocketry that is compatible with and consistent to the M.A.A.A. Manual of Procedures. These will be considered at the next Council Conference

Team Trials – 2007 World Championships

Although it seems a long time away, Special Interest Groups will soon be getting ready to run team trials for places in 2007 World Championship teams. The world championships will be run for the following disciplines in 2007;

F1 - Freeflight – Odessa in the Ukraine. Tentative date July 22 to 30 2007

F3A – Aerobatics – Argentina. Tentative date March/April 2007

F3B – Gliding - Location of championship is still to be determined.

F3C – Helicopter - Poland

F3D – Pylon Racing - USA. Most probably in Muncie, Indiana.

If you are interested in trying to gain a place in any of these teams you should make contact with the relevant Special Interest Groups to find out when and where the team trials will be held.

The dates and times of team trials will be published in this Newsletter when they are available. However, due to the infrequent publishing of this Newsletter you may not get sufficient notice via this publication. The Special Interest Groups are the ones that organise the team trials so they will have the latest information.

Nominations for M.A.A.A. President & Competition Rules Secretary

The M.A.A.A. President and Competition Rules Secretary three-year terms conclude at the M.A.A.A. Annual Conference in May 2006 and an election for the positions will be held at that Conference.

The position of M.A.A.A. President is very prestigious and requires a considerable commitment in terms of time and energy. He/she is responsible for the day to day running of the M.A.A.A. and implementing the policies and direction of the M.A.A.A. Council. The President chairs all meetings of the M.A.A.A. Council and Executive. The Executive generally meet monthly via a telephone link. These meetings usually last about 2 hours.

The President closely liaises with other members of the Executive and in particular, the Federal Secretary. The Federal Secretary, an employee of the M.A.A.A., reports to the President. It would be reasonable to expect that the President would have to devote about 1.5 hours per day to M.A.A.A. duties. It is considered essential that persons wishing to nominate for the position be very computer literate as all business between the President and Executive is via computers and the Internet.

Currently, no honorarium is paid but expenses are reimbursed. The President is expected to attend National Championships and any World and Continental Championships that are held in Australia.

Duties of the Competition Rules Secretary include, examination and ratification or rejection of Australian record claims, providing advice in respect to technical aspects of the F.A.I. Sporting Code and the maintenance of M.A.A.A. Official Competition Rules and Instructions. Currently, no honorarium is paid but expenses are reimbursed.

Nominations are called for from Affiliate Members of the M.A.A.A. for the positions of M.A.A.A. President and Competition Rules Secretary. Both positions are for three-year terms

Nominations for the each of the positions shall be in writing signed by two Affiliate Members of the Association accompanied by the written consent of the candidate (which may be endorsed on the nomination) and must be delivered to the Federal Secretary at the above address by March 3rd 2006.

Classification of Junior Member with Respect to Fees

At the 2003 Council meeting it was decided to bring the classification of Junior Member in line with the membership year. A person that turns 18 years of age on or after July 1 will be considered a Junior Member for that membership year. For example, if a person turns 18 on or after July 1st 2005, then they will be a junior member for the 2005/06 membership year. The junior classification for local and international competitions is still for the calendar year starting January 1st.

2006 Nationals

The 2006 Nationals will be held in S.A. from April 18 to 26. Details, including entry forms and program are on the M.A.A.A. web site, www.maaa.asn.au

F3B 2007 World Championship Team Trial

The M.A.A.A. Glider Sub-committee Chairman has advised that the team trial for the 2007 F3B World Championships will be held at the 2006 Nationals in S.A. Members interested in competing for a place in the 2007 F3B team should contact their State Glider Special Interest Group or the Gliding web site www.isfaustralia.org.au

Insurance Excess.

The M.A.A.A. Council at its 2005 Conference determined that the excess for third party claims. The amount to be paid by the Affiliate Member or Association on which the claim is made, for the 2005/06 year is \$250 for claims arising out of model aircraft and \$500 for claims resulting from rocketry. The total excess that the M.A.A.A. has to pay for each and every claim is actually \$5,000 for model aircraft claims and \$10,000 for rocketry.

This means that for each model aircraft accidents claim the Affiliate Member, or association, on whom the claim is made, has to pay the first \$250. The M.A.A.A. then pays up to the next \$4,750 and then the insurance company starts to pay. The amounts for model rockets are double.

Naturally the M.A.A.A. could not afford to pay these large excesses out of its reserves. To make provision for the payment of this large excess an additional \$5 per members was included in the fees. The amount collected will be put into a fund to cover the excess payments and hopefully will not be fully used and so will gradually build so that in the future we can look at increasing the excess to try to get lower insurance costs.

The excess on Personal Accident claims is 7 days for weekly benefits and \$50 for all other losses.

As you can see, it is to everyone’s benefit to work toward minimising insurance claims and hence the amount we have to pay out on excesses. The best method to reduce claims is for us all to fly and operate safely. Please take an active interest in safety and set a good example yourself. A good claims record is very important in obtaining coverage next year.

Who Pays the Excess?

Consider the scenario. Student is under instruction and gets into difficulties and hands the transmitter to the instructor who struggles to regain control but fails to. The model crashes into the side of vehicle in the car park and causes significant damage.

A claim will be made on the M.A.A.A. Insurance policy. There is a \$250 excess payable but who pays? The student claims the instructor was in “control” of the model therefore he should pay. The instructor claims that he was just helping out and he should not be responsible for the \$250 as it was not his model.

Does your club have a policy as to who is responsible to pays the excess in these types of situations? If not then I strongly suggest that you get one, now. I have seen a situation as described above cause enormous damage in clubs. It is better to have a rule, such as “the owner of the aircraft is the responsible party”. Do not wait until it happens and then try to sort out the mess. It is better to be prepared.

Replacement M.A.A.A. Membership Card

Due to the large number of Members requesting replacement M.A.A.A. Membership cards because they “lost it” or “want my new flying rating on it” etc the Executive have decided to introduce a \$5-00 charge for replacement cards issued during the membership year.

Any member requesting a replacement M.A.A.A. Membership card due to it being lost or destroyed or to have their wings status shown etc will be required to pay \$5-00 to the M.A.A.A. Requests for Membership Cards to be re-printed can be submitted to the M.A.A.A. Sec with the \$5-00 fee. Cards will be sent directly back to the Member. Proof will be required in the case of change of flying rating.

See you there on the 5th March.

GARTH’S SPECIALS.

| | |
|------------------------------------------------|--------------------------|
| PROLUX NICAD PACKS TO FIT MOST STARTERS | \$33.00 |
| HIMARKB2015 BRUSHLESS MOTORS WITH GEARBOX | \$45.00 |
| CMPRO CESSNA 172—FIBREGLASS FUSELAGE, SUIT .46 | \$200.00 |
| JR NES577 SERVOS— | \$20.00 OR 4 FOR \$75.00 |
| VMAR FLOAT SETS—GOOD QUALITY TO SUIT .40 –.61 | \$110.00 |
| AWESOME R/C PARTENAVIA ELECTRIC C/W RADIO ETC. | \$125.00 |

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General Meeting.

A General Meeting will be held at Kelly Field on Sunday 5th March at 12.30 p.m. The meeting is scheduled so that members may have input into the general direction of the club.

7.



STATE FLY-IN.

THE STATE FLY-IN WILL BE HELD AT KELLY FIELD, RICHMOND ON SATURDAY 25TH & SUNDAY 26TH FEBRUARY.

THERE WILL BE A PROGRAM TO SUIT ALL R/C MODELLERS INCLUDING ELECTRIC FLIERS AND BRONZE & GOLD WING HOLDERS.

THE MAIN PURPOSE IS TO HAVE FUN & TO RE-NEW INTEREST IN THIS ANNUAL EVENT.

THERE WILL BE NO ENTRY FEES ALTHOUGH THERE WILL BE SOME PRIZES. PRE-ENTRY IS NOT NECESSARY, JUST TURN UP ON THE DAY.

CANTEEN FACILITIES WILL BE AVAILABLE ON BOTH DAYS.

THERE WILL BE NOVELTY EVENTS FOR ELECTRIC COMBAT WINGS ON BOTH DAYS.

ALL MAAA MEMBERS WELCOME.



8.



Misc. shots
around
Kelly Field.

