Volume 7 issue 6 May/June 2006

Torque Back.

HOBART MODEL AERO CLUB INC.

Following a complaint by the landowner at the Northern end of the field, members are reminded that they may not over fly this area.

This is most important as we need to ensure harmonious relations with all our neighbours.

Your co-operation is essential!

INSIDE THIS ISSUE:

STATE FLY-IN 2006

Unfortunately this event was not favoured by ideal conditions. Nevertheless flying was undertaken on both days with some rain interruptions on the Saturday and changeable winds on the Sunday.
The electric combat wings provided the only competition over the two days with most in attendance electing to just enjoy the flying.
NWA member and TMAA president Steve Ralph put in appearance on the Saturday, but had to return to the coast later in the day.
Ken Lawson made the trip down from Launceston on Sunday.
We also had Dean Williams from Hobart Phantom Flyers and Ben Dobie from SMS in attendance.
With only three non HMAC members attending over the two days and a cancellation last year it would appear that scheduling this event is a complete waste of time and it should probably be dropped from the state calendar.
Vic Parkinson brought his new Magnum 120 FS powered Hawker Fury which was finished to his usual high standard and test flights were completely successful.
Vic really likes those old military biplanes and always builds two piece fuselages to save having to rig the two wings each time.

General Meeting.

A general meeting was held at Kelly Field on Sunday 5th March for the purpose of discussing the possibility of pasture improvement and cropping on the field.

After much discussion and some heated argument the proposal to allow these activities was put to the vote and soundly rejected by a large majority of the membership.

Perhaps the proposal may have received more favourable consideration if the farmer concerned had cut and baled the grass hay in a satisfactory manner.

At the time of the meeting, that operation could only be described as disappointing, and the promised outcome was certainly not forthcoming.

Regardless of the reasons given, the hay was cut and baled far too late and was practically worthless.

Furthermore, as the previously requested written proposal had not been received, it could hardly receive serious consideration.

EVENT SCHEDULE

DATE	EVENT	CLUB	LOCATION	TIME
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.

Sunday 5th March turned out to be one of those absolutely superb flying days with sunny conditions and practically no wind. It would have been nice if the state fly-in had been scheduled a week later.

Wayne Shephard was unlucky enough to lose his Bolero at the Richmond end of the field, apparently due to interference. It appears that two more models suffered similar fates in a similar position on the preceding Wednesday.

Subsequent investigation by Mike Hawkins and Peter Lambert suggested that two new fences in the adjoining property may have caused the problem. Mike suggested earthing these fences to possibly overcome the problem. Bob McAllister attended to this matter on the following weekend. Notwithstanding this, Peter Hubbard had a model get full throttle and full up elevator when making an approach, but this was at the other end of the field. One could be forgiven in thinking that this interference might be suspicious.

Former member Matthew Millington has rejoined the club after a couple of years of inactivity. Welcome back Matthew!

While Saturday 11th March provided ideal conditions, Sunday 12th was quite hot and windy. Those hardy souls who attended seemed to get in reasonable air time and those intrepid electric combat wing fliers were certainly not daunted by the conditions.

Andrew Hutchinson also showed a great deal of courage in flying his 120 size Gee Bee in those strong winds. He was however plagued with problems, losing the rear end of his muffler on two occasions and also damaging his undercarriage.

On Sunday 19th the weather conditions were quite favourable in the earlier part of the morning but deteriorated as the day went on.

Chris Lawson turned up with his big Bearcat only to discover that he had no crystal in his receiver. Fortunately Jack Tonks had some spare crystals and Chris was able to get a flight in.

Andrew Hutchinson livened up proceedings with his Great Plains Mark Chapman 1/3rd scale Cap580. That model really performs.

When locking the sliding door of the machinery shed it would be helpful if the lock was left with the combination facing inwards. ***It is hard to insert the combination when the lock is upside down!*** *(continued page 10)*

Beware that spinning propeller.

As most members are aware, I suffered a nasty accident on Saturday 4th February.
I am still not completely sure how the accident occurred, however I think it may have been due to inattention and/or complacency.
My Seagull Harrier was sitting properly restrained on a waist high stand with the motor running at a fast idle. I was standing behind the model and not reaching to remove the glow starter or adjust the needle.
I think that I probably turned round to pick up my transmitter and, in doing so, I dragged my left hand into an APC propeller. I suffered a couple of nicks to fingers about nine months previously in a similar manner.
The resultant damage this time included severing the tendon in two places as well as an artery causing heavy bleeding.
Unfortunately many of those in attendance were too shocked to offer assistance until Ian Searle returned from the flight line and applied disinfectant and thick padding. Ian drove me to Calvary Hospital and I had great difficulty in restricting the bleeding and had to put my hat under the hand to catch the blood.
Fortunately the acknowledged best plastic surgeon in Hobart was on duty and was able to effect micro surgery to repair the damage promptly. I had to wear a cast on my hand for five weeks with considerable discomfort and to protect the injury for some weeks thereafter. Even after the cast was removed the whole hand was still swollen and sore. In spite of weekly physiotherapy sessions I can only hope that I will have full use of the hand in the future. Unfortunately we senior citizens can get a bit careless.
There are lessons to be learnt from this accident apart from not putting your hand into a propeller.

- ***Don't fly on your own. Always ensure that there is at least one other member in attendance.***
- ***Make sure that you are aware of the location of the first aid kits. There are two at the field.***
- ***If possible ring an ambulance in the case of serious injury.***

I could not possibly have driven myself to the hospital and could have lost consciousness due to blood loss.
Being retired and therefore unemployed, the MAAA personal accident policy would have been of no value to me.
I hope we can all learn a lesson from my misfortune!

<u>You too can look like this if you are not careful!</u>

We are on the net.

<u>hobartmodelaeroclub.org</u>

Resignation.

Unfortunately club president Ray McCarthy found it necessary to tender his resignation from the committee on 5th March for business and personal reasons.
The committee accepted his resignation with regret and decided against appointing a replacement committee member before the AGM.
The vice-president will assume the role for the remainder of the membership year.
Many thanks are due to Ray for his leadership and hard work during his tenure.
It is to be hoped that Ray may resume flight instruction again when time permits.
He is sorely missed in this regard.

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 .

Annual General Meeting.

The 2006 Annual General Meeting and subsequent General Meeting will be held at the Kelly Field clubhouse at 12.30 on Sunday 18th June.
There will be an election of officers to fill the following positions.

- ***President.***
- ***Vice-president.***
- ***Secretary.***
- ***Treasurer***
- ***Public Relations officer.***
- ***Contest Director.***
- ***Newsletter Editor.***
- ***Committee (1)***

The position of Contest Director is practically superfluous as we don't seem to run any contests. At the present time it is merely another committee position. Perhaps it may be time to review the make-up of the committee and amend the constitution accordingly.
The treasurer and vice-president have both indicated that they will not be seeking re-election. Similarly your current editor will also decline further nomination. After filling this position for about 30 years on and off, I think I deserve a break.
It is probably time we had new blood in at least some of these positions and all members are welcome to nominate.
The responsibility and work load has been left to too few for far too long.
It is your club, so how about putting something back into it!
Nomination forms are included with this newsletter.

Relocation of Pilot Station.

The Pilot Station has been moved toward the Richmond end to reduce the chance of overflying the property on the northern end of the field.
The airstrip will also move accordingly when the grass is cut.
This move will also be advantageous when it is necessary to land or take-off on the cross strip.
All members are requested to ensure that they stand between the witches hats at all times when flying.

Frequency Monitoring.

Following complaints of un-explained problems or apparent interference the club has invested in a scanner to monitor our frequencies.
After initial testing it has been suggested that there could be a problem for those using the very bottom and top ends of the spectrum, although no problems have been experienced on those frequencies to date.
There did appear to be regular transmissions on one mid range channel , however the proximity of the source could not be established, as the scanner is somewhat more sensitive than our receivers.
It was also interesting to find that one members old 29 meg set was splattering over two adjacent frequencies.
It is intended to continue monitoring our frequencies on a regular basis in an attempt to offer some protection for members.
It has not definitely been established that there has been unquestioned evidence of radio interference.

Radio Interference to Models, a discussion by Mike Hawkins **5.**

Some members may have been experiencing unexplained erratic model behaviour which may be caused by radio interference. The club has asked me to investigate this matter, and in doing so I shall need the member's help. I will put a logbook in the club house for those who experience any radio problems; I need to know times, frequencies, area on field, what type of equipment you are using, etc so that I can formulate a pattern of events.

I have purchased for the club a Scanning Receiver which is programmed for all of the 36MHz & 29MHz frequencies. I have had this in operation once but it is too early for a report as I need to do more investigating as well as get the above mentioned information from you, but rest assured that we are looking into any potential interference.

At the risk of upsetting some of the members, as I know they will disagree with some of the following, I wish to put forward the following facts that have considerable bearing on the operation of your radio equipment, and may solve some of the "unknown happenings".

Fact: All antennas radiate & receive signals from the side and not off the end, which is why TV antennas point toward the TV station broadside, not end on. Do not point the transmitter antenna at the model.

Fact: All metal fences, poles, wire fences, telephone wires etc re- radiate transmitted signals, this is put to good use in a TV antenna, only one of the many elements is connected to the TV the rest are Parasitic Reflectors. Beware of wire fences.

Fact: All Crystals are not the same, even if they are marked for the same frequency. Quartz is cut like wood i.e. across the grain or with it. The way it is cut determines what frequency it resonates at and what operating characteristics it has in certain types of circuits. Not all manufacturers use the same circuit so Crystals vary from one brand of equipment to another. Some equipment may not be completely compatible with another; it may work but may not be as efficient, have less gain, or just stop oscillating. Unless you know that your Crystals are compatible do not interchange Crystals from another make of equipment.

Fact: Mobile phones radiate considerable spurious signals which get into Microprocessor based equipment. It is unlikely that a mobile phone will cause a problem with the older analogue equipment but it will certainly get into a Microprocessor Transmitter. Leave your phone in the car.

Fact: The efficiency of your radio system is reduced as the battery voltage falls, both for the Transmitter & Airborne system. Make sure you have good battery packs.

Now let's take a hypothetical case, something for you to think about!

You are about to take off with your brand new model and U-beaut Computer radio (with Crystals borrowed from another member's old German radio because the ones you were supplied with clashed) , and you notice that farmer Giles in the next paddock is doing a bit of Electric Welding on his new fence, no matter. You take off and fly around Ok but notice that it is a bit bumpy up there and funnily enough there is no wind. You fly around for some time combating that "wind" that isn't there, then it's time to land. So from the south, you're down low coming over that bloody fence at the bottom of the field, the model is coming at you nose first (which in most installations means the Receiver antenna is end on) gently does it as this is the hard bit and you need full concentration, but you fail to notice the Transmitter antenna is pointed directly at the model and end on to the Receiver antenna. You do notice the fences though, the one you're concentrating on across your line of flight and the other one, well that's Ok isn't it, it only runs Parallel to the model? You're nearly down then suddenly your Mobile Phone rings, it's in your shirt pocket next to the Transmitter and it startles you! At this very instant the model suddenly drops a wing hits the ground cartwheels and is instant history. You are dumbfounded "what caused that?" you say to yourself, "Oh shit I forgot to put the Batteries on charge last night".

What really did cause the crash?

Happy flying, Mike Hawkins

MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA INC.

Newsletter

NO. 2/2006

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Manual of Procedures

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

Synthesised Radios & Permit Forms

On the Heavy Model and Gas Turbine Permit forms there is space to note the frequency channel of the radio installed in the model. With the introduction of the synthesised radios the nomination of a particular channel is not relevant for these type of radios.

Therefore, where a Permit Form requires the entry of the frequency channel and a synthesised type radio is installed in the model, the words "Syn" should be entered as the frequency channel.

F3D Team Trials – 2007 World Championships

The Pylon Chairman has advised that the team trials for the 2007 World Championships will consist of State Pylon Championships, February 2006 to February 2007; 2006 AMPRA Championship Cohuna, 10th to 12th June 2006; and the 2007 Nationals in Albury/Wodonga. Please contact your Pylon Special Interest Group for more information. The 2007 F3D World Championships are to be held at the AMA's headquarters in Muncie Indiana.

Instruction of Non M.A.A.A. Affiliated Members

It appears that some members are of the belief that if they are instructing a person using a "buddy box" the student is covered by the instructors, ie M.A.A.A., insurance policy. **WRONG**. It is irrelevant what type of training system is used, the M.A.A.A. Visitor Policy, and relevant Club rules, apply to all non affiliate members receiving instruction. Check out the Visitor Policy (MOP042) in the Manual of Procedures section of the M.A.A.A. web site.

2.4 GHz Radio Equipment.

As many of you will know radio control equipment which operates in the 2.4GHz frequency band has become available for model aircraft use. This is an exciting prospect and many manufacturers are known to be looking at introducing the technology. Up till now, although a few experimenters may have used the band, remote control aircraft equipment has not been available commercially and so the band has not been approved for use by M.A.A.A. members under the Manual of Procedures. This has effectively meant that ,even though it was legal to use the frequencies in Australia under one of the Class Licences issued by the Australian Media and Communications Authority, it has not been covered by the M.A.A.A. and its insurance policy,.

When the M.A.A.A. was advised that the first equipment was to become available it commenced consideration as to whether, and under what conditions, the M.A.A.A. would allow its use. The M.A.A.A. President, who is also the Chairman of the Frequency Sub Committee, was fortuitously going to the USA for a meeting of the equivalent AMA Committee, at which the use of the band was to be one of the major agenda items.

As a result of information obtained at the meeting and the tests carried out by the M.A.A.A., the use of the 2.4 GHz band has been approved for model aircraft use by the M.A.A.A. Because of the international requirements for the band, and the technology implementing them, when the radios are switched on they find a new frequency that no one else is using in the immediate area. This is generally referred to as collision avoidance. Although it can be done using a different technique the effect is that in this band, frequency keys for a specific frequency are not longer needed due to the unit selecting the frequency.

However this band is not exclusively for model aircraft and there are many other users including computer networks and cordless telephones. These have the potential to emit more power than may be radiated by some model aircraft transmitters and of course have the potential to interfere. Because of the mandatory requirement for "collision avoidance" for all equipment, the likelihood of inference from outside sources is significantly reduced but there is still some, particularly near to sites that may have other equipment operating on the band. Also the technology is still being developed and, unlike on 29 and 36 MHz, there is currently no standard, actual or informally accepted, for how the equipment interoperates. This means that not all equipment is going to be suitable for all applications. For example, there is 2.4 GHz commercial R/C product being sold that the manufacturer considers is only suitable for cars.

In order to be able to guide the members the M.A.A.A. has produced a Policy and Procedure Document, MOP 058, which is available on the M.A.A.A. web site. This identifies the specific equipments that are currently approved for use and details any restrictions. The latter may include types of models or distances that the models may fly away from the transmitter. This will be updated as new products become available. To guide members there is also some information on the use of the band for aircraft applications and how clubs should control it. Anyone wanting to use equipment on this band is strongly recommended to read the information before doing so.

Due to the sophistication of the equipment, the M.A.A.A. will not be requiring individual radios owned by members to be tested. However as the equipment is effectively type approved it has to have a "C Tick" applied by the manufacturer/importer to show that the performance is traceable,

that it conforms to the Australian Radio- communications Standards and so is legal to use in Australia. This is a small label with a tick inside what then looks like a letter 'C' together with a code to provide traceability. It should be emphasised that use of the radios outside the specific limitations imposed by the M.A.A.A., or modifying the equipment, such using parts of it with or within other transmitters, will not be covered by the M.A.A.A. MOP's.

Obviously at this stage it is a fluid situation and we would expect that as more radios become available, and more field experience is gained, then there will be further developments in the M.A.A.A. position. If you use or are thinking about using this frequency band then please check the web site regularly.

Heavy Models & Gas Turbine Powered Models – Test Flights

As defined in the M.A.A.A. Manual of Procedures, a model with a dry mass, ie without fuel, greater than 7kgs and all Gas Turbine powered aircraft require a Permit to Fly. Any member flying a Heavy Model, or Gas Turbine powered model aircraft without a valid Permit to Fly is not conforming to M.A.A.A. rules. It is highly likely that should a model without a valid permit crash and/or causes damage or injury the M.A.A.A. insurance policy would not respond and the pilot would be liable for all damages claimed.

I have received a couple of reports where members have flown Heavy Models without permits and have crashed. In these situations the pilot is extremely foolish. If the crash resulted in property damage the pilot would no doubt scream blue murder as the Insurance Company may sue the pilot to recover their payout.

The main reason for the requirement of Permits to Fly is safety. The issue of the permit requires a fresh set of experienced eyes to inspect the aircraft prior to the test flight. It also has the advantage of having the Inspector, who is experienced with large models, able to assist and advise the pilot during the test flight. It is all about improving the chances of a successful flight and greatly improving safety.

To repeat, to fly a model with a dry mass of over 7kg or powered by a gas turbine requires a Permit to Fly to be issued by an M.A.A.A. Inspector PRIOR to the test flight of the model. To fly a model without the necessary Permit to Fly could have serious consequences as described above.

Safety

Once again I have to report that another serious hand injury has been caused by a propeller. I know I may sound boring but this is so serious. We do not want any of our members being injured and it is all of our responsibilities to ensure that we are vigilant to potential accident situations.

In this case it appears that the model was being started with a mechanical restraint but unfortunately it was not hard up against it. When the motor started, the model leapt forward into contact with restraint, only about 75mm or so, but the instinctive action of the modeller on seeing it lurch forward put his hand out and into the spinning prop.

A few safety messages;

- Make sure that the model is hard against the mechanical restraint when starting the motor. Better still, get a mate to hold the model as well and assist you when starting.
- Make sure the mechanical restraint is very secure.
- Do not rely only on mechanical restraint when running the motor at high power settings, get a mate to assist by also holding the model.
- Ensure that the motor is at low throttle before starting
- Ensure the motor can be shut down by the throttle lever of your transmitter.
- Always set your throttle servo so that it rotates the same way for all models. That way if you select the wrong model on the transmitter, the throttle will be correct and will not be full throttle when you think it is low.
- Never fly at the field on your own. If you get a serious injury you may bleed to death before you can get assistance. This has happened more than once overseas.
- Remove the glow driver and do all adjustments to the motor behind the motor.
- Ensure that spark ignition motors have a "kill" switch easily accessible on the model and ensure your start up assistant knows where it is.
- Do not "choke/prime" motors with glow driver attached. Spark ignition motors must have ignition switch off when "choke/priming".
- Do not assume that a glow motor will not start without a glow driver. They do, not often, but they do.
- It is not recommended to hand launch "pusher" type aircraft. Even small electric one cut hands and fingers. Make a launch dolly, it prevents many cuts to hand and fingers.

The injury prevented may be your own. Let's have no more prop hitting hands and finger injuries.

World Championship Web Sites.

In 2006 several World Championships are being held. For those members wishing to keep informed about them please find below a list of the championship and the associated web sites.

F2 – Control Line – Spain - July 16 to July 23 2006
Web site; http://www.safa-grial.com/wc2006/Index.html

F5B - Electric – Pitesti 120 km NV of Bucharest-Otopeni International Airport
19-26 August 2006 Web site; http://www.frmd.ro/

F3J – Gliding - Martin (Slovak Republic) 30 July to 6 August 2006
Web site is www.rcmklub.sk/

F4C – Scale – Sweden in Norrköping at the former Air Force Base at Bråvalla.
14-23 July 2006 Web Site; www.scalechamps-in-sweden.se/index2.asp

Found in the Doncaster Club newsletter. Confucius says-

- **A plane with it's centre of gravity too far forward– flies poorly. A plane with it's centre of gravity too far back— flies once.**
- **The two most useless things when landing are runway behind you and height above you.**
- **He who lands downwind …..land fast.**
- **When straight and level, lift is equal and opposite to weight and thrust equal and opposite to drag.**
- **He who checks all flight controls before take-off has fewer crashes.**

Hobart Model Aero Club inc. **8.**
Nomination form.

I hereby nominate……..for the position of…….for 2006/2007

Nominated by……..Signed…… / /

Seconded by……..…..Signed…… / /

I hereby accept nomination……...Signed……. / /

Hobart Model Aero Club inc.
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Nominations must be lodged with the secretary by the 8th June 2006.

Andrew Hutchinson with his yet un-flown Beech 18.

Andrew Hutchinson's Pitt's Special.

Garth Wilmot's Astro Hog landing dead stick.

Vic Parkinson's magnificent Hawker Fury.

Jim England and his Dash 8.

Geoff Leverton's Fascination on landing approach.

Mike Hawkins' very capricious own design autogyro.

Garth's Specials.

Great Plains Ultrasport 2000 Kit—a build it yourself for 120 size motors. Bargain at $200

S2G Mambo—great 3D model with fibreglass fuselage—greatly reduced $200

ESM F1 Trainer— one of the best trainers now available—special at $110

ESM F1 Trainer package—comprising trainer, JR Quattro radio and Evolution .40 $425

ESM Sukhoi 31M 50 size $200

CMPRO Cessna 172—suit 40-50 glass fuse $200

ESM CAP 232—120 size—another bargain $250

JR X-2610 — PCM radio with synthesised receiver at new low price $425

JR Quattro—4 channel FM w/ 3x 577 servos, nicads, charger (extra servo $20) $195

JR MAX 66—6 ch computer set c/w 4 servos, nicads and charger $295

Fibre-glass floats—40 & 60 size—top quality $100

Himark brushless motors c/w gearbox $45

Instructors.

We seem to be short of certified instructors of late, or certainly those that attend regularly on Sundays. It is not difficult for gold wing fliers to achieve instructor status and it would be appreciated if members interested in progressing contact Gerald Haley or the secretary to register interest.
If sufficient members show interest a course will be organised.
Members of other southern clubs are also welcome.

Easter Raffle.

The Easter raffle organised and run by the Ladies committee was drawn on Easter Sunday and won by Patty McCarthy.

Around the hangar.

After a period of some pretty average weather conditions Easter Monday was a beauty, with scarcely any wind a bright sunshine. There was a really good turn up and a good number of members took advantage of the conditions.

Mark Leverton arrived with his usual trailer load of models and produced his latest foam flying wing project which appeared grossly overpowered. The thing went like a rocket, however the 60 amp speed controller couldn't stand the enormous current draw. Mark is certainly a speed freak.

Mark still has a few of these foamies for sale and it is planned to have some novelty events for this one design model. Good cheap fun for those who like a bit of competition.

Your injury prone editor made a very low key come back after eleven weeks on the sidelines and flew electric due to a little less than full use of the left hand. The Phoenix Rainbow flew as well as usual while new Parkzone Typhoon and E-flite Mini Ultra Stick were successfully test flown. Both of the small models were quite lively and definitely recommended.

Bernard McKay has not been seen at the field for some time due to illness. I am pleased to report that his health is improving and I am sure all members would wish him a speedy recovery.

Thanks are due to those members who responded to the Easter raffle. Mark Fenner lives a long way from the field and seldom comes to fly, but he was one of the first to return tickets. Great club spirit Mark.

Michael Gunn is one of our most improved fliers, but is having some trouble with repeated broken bone in his wrist. Just when it appears that he has recovered he injures it again.

I must admit that I still enjoy compiling this newsletter, however, as the position is a committee position, I feel that I cannot continue in the decision making role. As I feel that there may be a perception in some quarters that I have too much influence in this regard, I would therefore prefer to step aside.