



Torque Back.

Volume 7 Issue 8.

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Inside this issue:

Around the hangar.	2
TMAA finances	3
MAAA Newsletter	4 5 & 6
For sale etc	7
Field maintenance	8

At the present time HMAc has no scheduled events.

Those members who wish to consider attending other clubs' scheduled events should obtain this information from the TMAA website www.tasmodelaero.com

Details of the various Tasmanian clubs are available there, although some are certainly up to date.

From the President.

I thought that I would be able to be excused from a position of responsibility after many years being directly involved in administrative positions in the club.

It hasn't turned out that way as I had many expressions of support in respect of the newsletter and, as no suitable member put up their hand to be president, I felt that I had to accept this position.

This was certainly not on my agenda however I

will do my best to satisfy members' needs for this membership year.

I would like to remind members that they do not fly at Kelly Field, or anywhere else for that matter, if they are affected by prescription drugs.

This can be as dangerous as flying when affected by alcohol and there are usually warnings regarding driving on such medication labels.

It has been noticed that

the number of affiliate members is on the increase as members of other clubs are finding the facilities and mid-week use of Kelly Field increasingly attractive.

These members are very welcome and are entitled to full membership rights with HMAc regardless of their state affiliation through other clubs. Some other club fields are only available for use on Sundays while we can enjoy 7 days per week.

Flying Field Etiquette.

Members should be aware that Ken Jones attends to the field maintenance in respect of the grass cutting including the airstrip. He does it in his own time and at his own expense.

His mowing takes precedence over any flying activities and is usu-

ally done in the early morning or late in the afternoon. It takes about 3/4 hour to mow the strip and there will definitely be no flying when this is being done!

If you want to fly, you just have to wait.

Please don't interfere with the mowing in any

way.

Members are also reminded that pilots must stand between the witches hats when flying and that no unauthorised people are to be on the flight line or even in the pits, as our insurance cover could be compromised.

Around the hangar.

The last Sunday in June provided one of those beautiful winter days with a light frost followed by sunshine and very little wind.

Gerald Haley provided the highlight of the day by spinning his recently refurbished Tutor from a great height into the ground. It is one of Gerald's favourite manoeuvres and it was suggested that he borrow a spin doctor to train him on exiting the spin.

We haven't seen much of Bryce Atkinson of late as the family have purchased a beach-side shack. Perhaps the novelty will wear off soon.

Andrew Hutchinson was really impressing onlookers with his giant Ugly Stick powered by a Saito 180 twin until an apparent radio problem caused a total wipe out. The model flew really well and it was rather sad to witness it's demise. Unfortunately that beautiful Saito was badly damaged.

Andrew's son Alexander although only 9 years old is flying with a lot of confidence and poise. On a recent foggy Sunday he managed to keep below the low mist and acquitted himself very well.

It is pleasing to see Bernard McKay back flying again after a bout of serious illness. He competed at the recent pylon racing championships and advised that he is the only flier from the initial championship line up still competing.

After many set backs, Vic Parkinson has had success with an electric powered aircraft after fitting a brushless motor set up in his

Hawker Fury. Vic also has a 120FS version of this aircraft which, as is usual for Vic, has a two piece fuselage. This allows the model to be assembled with all rigging intact.

Geoff Leverton seems to be really pleased with his Thunder Tiger 120 powered ESM Sukhoi. This type of model certainly excels in the bigger sizes.

Don Sutton's ESM Trainer seems to have a charmed life. It must be getting up to 100 flights soon. Don's partner Di is surprised that he keeps bringing the model home intact that she must wonder whether he is seeing another woman! I will vouch for his attendance at the field Di.



Geoff Leverton's Fascination on fly past.

For sale.

GMS .40 engine, 1.2v glowstarter & charger, manual fuel pump & 4 lt. fuel.

\$130. Trevor Spargo phone 62720159

TMAA Finances.

It was somewhat disappointing to see a comment in a club newsletter suggesting that “the TMAA was earning a lot of money through steady income from fees and interest, and that some serious policy decisions on whether to spend any, and how, will be a concern for years to come.” There was further criticism for the TMAA deciding not to provide assistance to a Tasmanian competitor representing Australia at a world championship event.

For the information of that particular scribe the TMAA actually made a small loss for the

year 2005/2006 and only set fees for the coming year to either break even or make a further small loss.

If the TMAA had not had some reserves it would not have been able to provide assistance to a club experiencing a financial difficulties some time ago, or purchase capital equipment as needed. Furthermore the reserves would not have been of any substance had the previous secretary/treasurers not subsidised the TMAA by providing computer and internet services at no, or very little cost.

Of the \$110 per senior and pen-

sioner member received by the TMAA it retains only \$10 to cover expenses. Juniors are only charged the MAAA fee.

The MAAA is responsible for providing assistance to world championship entrants and does in fact do so.

It should be remembered that the clubs are the members of the TMAA not the individuals. The delegates from the clubs make the decisions.

The MAAA has only just recovered from the additional expenditure incurred in respect of the HIH fiasco.

For Sale.

Super Tigre .45– has had little use & in excellent condition \$70

Kraft radio in good working order, 40 meg \$100

Bernard McKay phone 62491759

JR 10Sx transmitter with JR 10 channel dual conversion receiver \$500

Mike Ralph phone 62390229

As most members will have noticed, there are a bunch of combat wings flying at Richmond. They are loads of fun and as tough as nails. Should you wish to join us in battle, we have most of the bits to get them going. They have proven a reliable set up and the idea is to have them evenly matched. We plan to host short course pylon, limbo and combat. If you are interested in details or costing .

contact **Mark Leverton on 64293394, mobile 0448910801 or email kjeffrey1@bigpond.com**

Great Plains Super Skybolt kit (new) about half price \$200

Fred Willis phone 62578258 or email fre20wil@bigpond.net.au

Slightly used 12v gel cells \$5.00

Jamie Sheehan phone 0418132227

Newsletter**NO. 4/2006**

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M.A.A.A. 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.

M.A.A.A. Affiliation Fees for 2006/07

The M.A.A.A. Council has set the M.A.A.A. affiliation fees for 2006/07.

Fortunately the insurance costs reduced for the third 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 M.A.A.A. Council decided at their Annual Conference that the 2006/07 M.A.A.A. Affiliation fee for Senior & Pensioner be left unchanged at \$100. The Council decided to take advantage of the lower insurance cost to assist and encourage juniors by reducing their fee to \$50. This is a significant reduction from the \$80 fee last year. It is interesting to note that in 2003/04 the junior fee was \$97-50. It is hoped that this low fee will continue the growth in our sport by encouraging more juniors to join and assist those members with junior members in their family. Please note that the State Association affiliation fee 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 \$35 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 cover to a limit of \$20,000,000. The excess this year has been again set at \$5,000 by the insurance company, the same as 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 M.A.A.A. has set aside funds to cover this and it is part of the cost of our insurance within the membership fee.

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 responsible. 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 model

aircraft, irrespective of the cause, will **not** be covered by the third party public liability policy.

5.

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 the results of 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 again 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 with them 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 who are;

1. Engaged in general flying activities at the club, 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 1st 2006 you are eligible for the refund. The Secretary will arrange for a refund of the policy cost, about \$5.60, to be sent. 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.

There is no excess on each and every claim for Directors and Officers Liability and \$2,000 for Corporate Reimbursement.

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.

There is no excess on each and every claim 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 professional 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/clubs 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.

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 rotating prop, go behind to release the glow plug and make adjustments. Safety is a continuing thought process.

Club Mower.

While it is acknowledged that the old club mower is nearly past it's use by date, it is still in service and used occasionally. Unfortunately it was unserviceable recently and it appeared that some wiring had been pulled out and the controls tampered with.

It would appear that this may possibly have been the work of children playing. Please ensure that any children under member control do not enter the machinery shed. There is a lot of gear in there that could fall down on children playing.

Hobart Model Aero Club inc.**PO Box 1117, Rosny Park****Editor: Garth Wilmot****PO Box 971, Rosny Park 7018****Phone: 62431790****Email:****garthwilmot@internode.on.net****We're on the web****hobartmodelaeroclub.org****New members.**

We would like to welcome the following new associate and full members:

Greg Seymour (HPF)

Christopher Henry (HPF)

John Jongbloed (SMS)

Peter Stanley (full member)

For Sale.

Pilatus Porter PC6 72" span with flaps and fitted with OS .46LA c/w Rx, battery and servos **\$300 O.N.O.**

MDS40—as new in box but carefully run in. **\$85.**

Cox .049 with silencer. **\$45.**

Electric starter **\$30.**

Taipan diesel **\$20.**

Bryan Richardson**Phone 62251455**

I was eagerly awaiting the arrival of the Hangar 9 P51 Mustang PTS and must confirm that I was somewhat sceptical that a Mustang could be used as a trainer. On examination of the contents of the large box I was suitably impressed with the quality and completeness of the package and now agree that it could prove a suitable trainer aircraft.

It is certainly a comprehensive package and includes a JR Max66 computer radio, instructional DVD and flight simulator. Engine and servos are already installed, leaving only installation of the receiver.

The wing and tail sections bolt and slide together allowing for easy transport and storage. Removable plastic NACA droops are fitted for extra stabilisation and these can be easily removed as flying prowess improves. Similarly removable speed brakes are fitted to the fixed undercarriage.

Two position flaps may be upgraded to fully functional status and the model itself is beautifully finished in Profilm and certainly a first class model.

All-in all a great package for just under \$600!

I almost wish that I needed a trainer.

Garth's Specials.

Hitec Flash 5 computer radios c/w nicads and charger \$245
(includes universal charger to suit JR and Hitec)

E-Flite Brio 10 \$175

E-Flite Piper J3 Cub \$195

E-Flite Ultra Stick 25 \$195

Multiplex Easy Glider \$150

Phoenix Rainbow \$150

SJ Brushless outrunners \$48

ST micro servos



Vic Parkinson's pair of Hawker Furies



Jack Tonks' PT19 on a low pass.

Field Maintenance.

The committee is currently investigating the purchase of a second hand heavy duty diesel powered mower to replace the worn out 25 year old mower currently owned. The machine, similar to that pictured below, would cut the strip in approximately 15 minutes and improve the quality of the same by removing any high spots. The committee would require member approval to spend around \$3700 if the purchase was to be negotiated and this would require a special general meeting,

At the present time Ken Jones is using his own ride-on mower for field maintenance and it is felt to be unfair to Ken. He carts the machine down to the field each time at his own expense and the machine is now not used for any other purpose.

Members will be kept informed on progress and we will investigate the possibility of hiring the machine for a couple of months to overcome the problem of a time frame.

If any member has a problem with the process or the proposal I would like them to contact me.

The only real alternative would be to purchase Ken's mower from him at a cost of around \$4,000 as Ken no longer has any other use for his mower.

