



# Torque Back.

Volume 7 Issue 9.

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November/December 2006

## From the President.

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**Members are reminded that they must achieve a minimum of Bronze Wings before being allowed to fly unsupervised by an instructor.**

**In addition all pilots must stand in the allocated pilot area when flying, regardless of the type of aircraft being flown.**

**These rules are made in the interests of safety and co-operation is expected.**

*As most members will be aware the committee has gone ahead and purchased a new mower which should now enable us to have a first class runway.*

*On the down side there is little point in improving the surface unless it is kept watered and fertilized. It is inevitable that we will face increased expenditure in the form of excess water charges .*

*In recent years the club has based fees on a break even or small surplus basis and this has been helped by the operation of the canteen, barbecue lunches and the sale of fuel.*

### *Visitors and potential new members.*

*It is essential that all visitors and potential new members wishing to fly at Kelly Field sign the visitors' book.*

*Instructors should be responsible to ensure that any non-financial member has done so before giving any training flight to ensure that valid insurance cover is in effect.*

*There has obviously been a laxity in this regard in the past.*

**It is the responsibility of the instructor to ensure that the student is signed in.**

*In the coming year we may have to consider some increase in membership fees and other fund raising measures including the reintroduction of a small joining fee and or "green fees"*

*All these measures are somewhat unpalatable, however if we want to maintain top class facilities, we must pay some price in the enjoyment of our hobby.*

*Members need to give some thought to the matter before the next AGM.*

*The choice is yours!*

## Around the hangar.

*Andrew Hutchinson never ceases to amaze with the range of models with which he appears . A new large scale Extra was followed by a Giant U-can –do. They just seem to keep coming. He certainly must have a huge workshop and storage area.*

*On Wednesday 30th August Ray Maunder brought a group of high school students down to the field as an activities session. Many training flights ensued with three trainers in operation. Unfortunately the 60 size club trainer was demolished due to an apparent radio problem, however the day was a great success with some students showing aptitude and enthusiasm.*

*Michael Gunn made a very generous donation to the club, passing on his ESM Trainer complete with motor. This is an example of club spirit and a desire to help other potential members into the hobby.*

*We would like to welcome Roy Baker to the club. Roy has his own trainer and I am sure that there are many members willing to assist him to learn to fly.*

*I understand that Bob McAllister is contemplating building a new twin engined model. Bob is certainly a terror for punishment!*

*Andrew Hutchinson and Chris Lawson turned on an exciting display with large scale Pitts and Christen Eagle recently. These are both impressive models and make great aerobats.*

*On Sunday 1st October windy conditions prevailed but a few intrepid pilots tried their luck. While there may have been others, I noted Jack Tonks, Andrew Hutchinson, Ray*

*Maunder and Erwin Boot braving the elements, but a few more models were left in the cars.*

*Andrew was having a ball with his Magnum 180 FS powered Giant U-Can-Do until the port wing came adrift and fell to earth. The fuselage arrived sooner than the wing. Subsequent examination revealed that, due to there being no stops in the wing , the joining tube slid into the starboard wing, thus leaving insufficient wing support. Thereby lies another trap for young as well as old players!*

*News is a bit brief this time because the editor has been absent interstate and therefore out of touch with the action.*

*The club banner has been found! It appears to have been carefully stored by one of our more senior members and promptly forgotten.*

*I must confess that I also forgot that I passed it on to the person concerned for safe keeping.*

*All's well that ends well!*

## Christmas Lunch.

*The Christmas lunch will be held on Sunday 26th November 2006 at Kelly Field.*

*The cost is \$15.00 per head and \$7.00 for children under 16.*

*Bookings are to be made with Jan Wilmot by 13th November and to assist in catering, payment must be made in advance.*

*This is usually a good fun day and members of other clubs and families are most welcome.*

**Three almost fully assembled models to clear at ridiculous prices.****VMAR PC9 (Swiss markings), VMAR Beech T34 Mentor, Premium PT19, \$100 each**

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**Sportsman Aviation Corby Starlet was \$300 now \$250****CAP 232 EP ARF—suit 380-450 brushless motor—was \$135 now \$100****GWS Tiger Moth 400 with power system—was \$140—now \$100****Awesome RC Partenavia complete with radio, battery, charger etc.—was \$125—now \$100****Sportsman Aviation Sea Monster—land or water—was \$245 now \$200****Fibre glass floats in 40 & 60 sizes—beautifully made—\$110****Phoenix Future 3D— was \$180—now \$150****Awesome RC Cyclone—aerobatic electric—was \$195—now \$125****ST micro servos—limited quantity—\$10****Hitec Flash 5X—complete with nicads and charger \$245****Twister Medivac Bell helicopter c/w radio, battery and charger—\$180****VMAR Stinger—advanced trainer—was \$145—now \$100****CMPRO Cessna 182—beautiful f/g fuselage—bargain price—\$200****JR388S—top class radio, used but in great condition, complete—\$275****ESM Adrenaline—large 3D model was \$295—now \$250****Multiplex Easy Glider electric—was \$150—now \$135****New arrivals.****Modeltech Magic—great fun fly model—\$170****Phoenix Tiger 3—Low wing trainer—\$125****Phoenix Rainbow—Great electric model—\$150****Phoenix Tucano—a change from the PC9—\$180****Seagull Harmon Rocket—really smart low wing scale—\$225****Phone 62431790,****email [garthwilmot@internode.on.net](mailto:garthwilmot@internode.on.net)**

# Student's Day at Kelly Field

4.

On Wednesday 30<sup>th</sup> August fifteen students from Clarence High visited Kelly Field for some real education. Their visit was arranged by Ray Maunder, their drama teacher and an active club member. More than a dozen active club members including three active instructors turned up to show the grade 8, 9 and 10 students what aero modelling is all about.

Two ladies turned up to do a bit of cleaning and lunch preparation and did a magnificent job of both. In fact, yours truly tried to get Colleen Tonks to slow down a bit and enjoy the day but she was determined to wash all the bird droppings of the clubhouse window shutters and have everything inside spic and span. Thanks Colleen; we fellas try to keep things tidy but there's no substitute for a lady's touch. Mary Patterson assisted with the lunch arrangements.

The day was mild and a bit on the windy side though still flyable. The students turned up about 12:30 and for a moment or two I thought that they were more interested in the free sausages than in the flying; but then, who can resist the smell of sausages and fried onions?

It wasn't long before the instructors had their trainers revved up and ready to go. Every student was able to have a go at flying a model aeroplane and it was pleasing indeed to see that none of them could up-stage the old hands. The instructors though were gracious and willing slaves and gave them all a good time. It was pretty obvious from the looks on the students' faces that they were enjoying themselves. Behaviour was exemplary and it was obvious too that club members enjoyed the experience of helping others to appreciate the miracle of flight.

Perhaps we should do it more often!



**Erwin Boot in familiar pose.**



**Geoff Leverton instructs.**



**Peter Ralph with happy pupil.**



**Some of the lads taking it easy.**



**The Trainer ready for take-off.**



**Just some of the lads.**



**The Red Baron flies again—Garth Wilmot's 25 year old large scale Archie on a majestic fly by.**

MODEL AERONAUTICAL ASSOCIATION OF AUSTRALIA INC.

## **Newsletter**

**NO. 5/2006**

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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.**

### **M.A.A.A. Life Member**

At the 2006 M.A.A.A. Council Conference Darryl Gust was granted Life Membership of the M.A.A.A. Many modellers all over Australia will know Darryl through his involvement in modelling. His contributions to Aeromodelling over many years has been outstanding as outlined with the following:

- Assisted and saving the MAAA considerable funds by arranging and organizing 10 MAAA Council Conferences, at the excellent Ford Training Facilities in Melbourne
- VMAA President for 10 years.
- MAAA Council member for 10 years.
- Member of the MAAA Land Bureau for 10 years.
- Shepparton Mammoth Fly-In Director for over 10 years
- Display Director and organizer of the Aeromodelling section of all the 7 Avalon International Airshows, since the first show in 1993

**(continued page 8.)**

It was a perfect day for flying. A few adventurous souls gathered together one fine Tuesday near Lewisham to fly off water with a few models fitted with floats. I had been inveigled into fitting floats designed for a Piper Cub to one of my best fliers, a scaled up and modified version of a Fred Reese design called the Cloud Kitten. My model I have called the CuKat, (Cu for cumulus cloud and Kat for Kitten).

The lake at Lewisham is a large farm dam with a sizeable hill rising steeply from the opposite bank on the eastern side. My model was somewhat larger than the other two flown by Peter Ralph and Geoff Leverton with a wingspan of nearly 2 metres. These details may help to explain what happened later – as any excuse will be welcome.

Peter and Geoff both managed to fly their models off the almost still water and alighted again with a splash. With some trepidation I assembled my model and fitted the floats. After replacing a dud glow-plug the engine sprang into life and I was left with no further reason to delay committing the model to the water. Initial taxi trials were perfect and with a bit of extra power she soon rose onto the step.

With everything looking good I gave it full power and up elevator and off she went. After a bit of minor trim adjustment to the elevator I tried a turn and found it to be a bit reluctant to do so. Perhaps the pendulum effect of the floats resists the ailerons. (Remember, I am doing all this for the first time and I was not sure what to expect). After a couple of circuits and a missed approach (too high) I tried again. All looked good as I turned onto final and just as I straightened up there was an almighty crash and bits fluttered down out of a very large dead tree on the opposite bank, the only tree in the whole paddock. I felt like the comic strip character Charlie Brown who loved flying kites, but who always managed to lose them in the kite-eating tree, presumably the only one in the paddock.

Sadly, I got into my 16 foot kayak and paddled over to retrieve what I could. The left float was total demolished ( fifty small bits of ply and balsa), the wing had been broken on both sides and the right tailplane was sheared off. The fuselage had the bottom torn out and was cracked in several places. It was a definite write-off.

What went wrong? Why didn't the two instructors present give me some sort of warning? They seemed to be just as surprised as I was to see the model crash into the topmost fork of the tree. I offer the following not so much as an excuse but as a warning.

Firstly, flying off water affects depth perception. Secondly, flying with the sun in your eyes does the same. Thirdly, having a steeply rising slope ahead of you also affects depth perception.

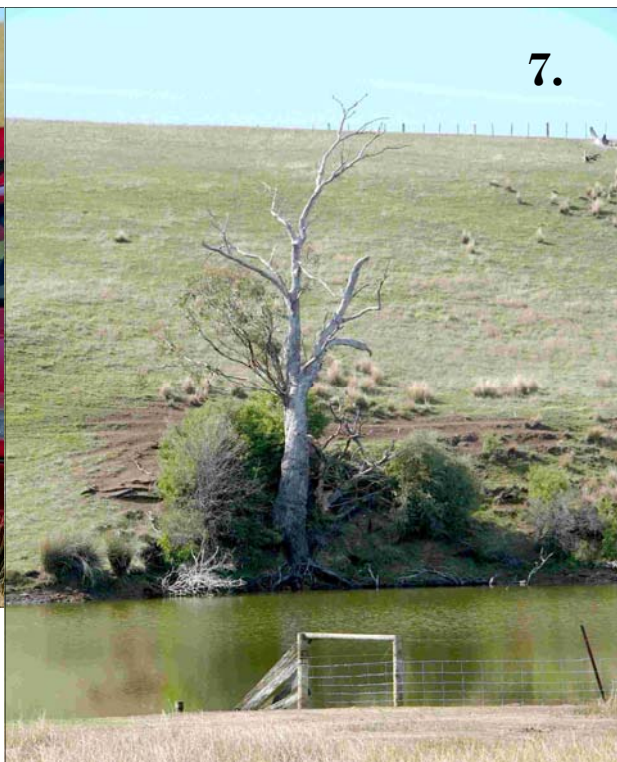
Finally, flying a larger model after seeing smaller ones fly was the straw that broke the camel's back (except it wasn't a Camel).

In aviation they say that accidents are almost never caused by a single factor. Rather they are most often caused by a chain of events that end up overwhelming the pilot. Perhaps it's just as well I was flying with my feet on the ground.

But then, if I had actually been in the aircraft, I wouldn't have hit a tree would I?



**Preparing Cu-Kat**



**The tree in question.**



**Result of the disaster.**



**Cu-Kat in flight.**



**Geoff Leverton's Pepper on splash-down.**



**Peter Ralph's Extreme Stick.**

- Display Director and organizer of the Aeromodelling section for the RAAF Point Cook Airshows
- MAAA Nationals Chairman for 3 Nationals
- Instrumental in the Purchase and Development of the Victorian State Field
- Foundation & Life Member of the Northern Flying Group
- Life Member of two other Clubs, (awarded for assistance and participation within these clubs)
- Instrumental in the Development of the Victorian Association
- Recently Awarded Life Membership to the VMAA for outstanding contributions to Aeromodelling.

**I am sure all members will join with me in congratulating Darryl on being granted the honour of M.A.A.A. Life Member.**

### **World Championship Results – David Hobby World F3J Champion Again.**

#### **F3J Gliding - Slovakia**

It is my pleasure to report that David Hobby has successfully defended his F3J Gliding World Championship title at the 2007 world championships that were recently concluded in Martin, Slovakia. I am sure all members will join with me and congratulate David on his great win, two in a row, fantastic.

The other team members also performed very well in this very popular class of flying. The team was; and Dave Hobby as reigning World Champion, Carl Strautins, Mike O'Reilly, Matt Partlett, Matt Wood as Team Manager and Theo Arvantakis, Thomas Cooke, and Ziggy Kusiak as the muscle power to launch the aircraft.

The team results were; Carl Strautins 10th, Matthew Partlett 48th , Mike O'Reilly 49th

The Team placed 13th out of 30. It should be noted that David's scores are not considered in the Team result as he was defending World Champion. A great result for all concerned.

#### **Control Line - Spain**

This was another great result for the Australians. The F2C Team race team came 2<sup>nd</sup>, which is a fantastic performance.

The results were;

F2B Frank Battum 47<sup>th</sup> ; David Simmons 51<sup>st</sup>

F2C **Team came 2<sup>nd</sup>**

Hugh Simmons & Grant Potter 5<sup>th</sup> ; Ian Thompson & Ray Harvey 9<sup>th</sup> ; Robert Fitzgerald & Mark Ellins 16<sup>th</sup>

F2D

Michael Comiski (Snr) =29<sup>th</sup> ; Michael Comiski (Jnr) =29<sup>th</sup> ; Ryan Comiski 43<sup>d</sup>

#### **F4C Scale - Sweden**

Again another great result with David Law and Noel Whitehead getting up into the top placings. Unfortunately Brian Green crashed his model a few months before the contest and had to build a replacement. He did a great job just to get there. No doubt he will have learnt a lot at the contest and hopefully tackle the "mountain" again. David Law placed 11<sup>th</sup> ; Noel Whitehead 16<sup>th</sup> & Brian Green 46<sup>th</sup>

#### **F5B Electric – Romania**

We were represented by David Hines and David Leitch at these championships. The Europeans are very strong in electric competition but the boys did very well. David Hines placed 23 and David Leitch 36th in a very big field. A great result in a very competitive field.

### **Difference between UAV & Models**

Now that CASR Part 101 has been operating for some time there appears to be a little confusion as to the difference between a UAV (Unmanned Aerial Vehicle) and a Model Aircraft. Basically a model aircraft is used for sport and the pleasure of flying it. A model aircraft that is used commercially or for gain is a UAV. The only exception to this is the use of a model aircraft for training purposes.

If you are using your model aircraft for commercial purposes, such as aerial photography etc for commercial gain or payment, you are operating a UAV and therefore come under the CASA regulations for them. It is also most likely that you would not be covered by the M.A.A.A. insurance policies.

### **Federal Secretary**

The current three term of the Federal Secretary concludes at the 2007 Council Conference. Therefore, nominations for the position of M.A.A.A. Federal Secretary are called for. The nominations must be received by the Federal Secretary, at 1 Watson Ave Mont Albert North Vic 3129, by March 3<sup>rd</sup> 2007. Nominations must be signed by the nominee as accepting the nomination and seconded by an M.A.A.A. Affiliate Member. The position is for a three year term and is elected by the M.A.A.A. Council at their 2007 meeting to be held on May 26 & 27.

Those interested in nominating for this position can register an expression of interest before 8<sup>th</sup> December when a full information



pack and application form will be forwarded.

The Federal Secretary's is considered a full time position and it is expected the person will 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. He/she 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 \$52,750 plus compulsory superannuation.

The Secretary will also carry out the duties of the Registrar unless he/she requests another person carry out this role with the approval of the Executive. The role of the Registrar may be expanded to reduce the workload of the Secretary with the permission of the M.A.A.A. Executive. The salary of the Registrar is to come from the Secretary's salary.

### **F3A Aerobatics Team Trials for the 2007 World Championships**

**The Australian Pattern Association has advised that the team trials for places in the team for the F3A World Championships to be held in the Argentine in November 2007 will be held at the Valley Radio Flyers field in Shepparton Victoria on Friday 6 April 2007. Please contact the APA for details of how to enter.**

### **2007 Trans Tasman Scale Contest Team Trials**

**The Scale sub-committee Chairman has advised that the team trial for the 2007 Trans Tasman Scale contest will be held as part of the F4C contest at the 2007 M.A.A.A. Nationals to be held in Albury/Wodonga. Please contact your State Association scale group for more information.**

**The Trans Tasman Scale competition is to be held in New Zealand on March 30<sup>th</sup> to April 1<sup>st</sup> 2007.**

### **2007 World Championship Free Flight Team Trials.**

**The Australian Free Flight Society are conducting a multi team trial for the 2007 World Championship team. Interested members should contact the AFFS for information.**

### **60<sup>th</sup> Nationals**

**The 60<sup>th</sup> Nationals hosted by the V.M.A.A. will be held between December 28<sup>th</sup> 2006 and January 6<sup>th</sup> 2007 in Albury/Wodonga. For information go to the Nationals page of the M.A.A.A. web site [www.maaa.asn.au](http://www.maaa.asn.au). Why not get involved and compete, or just visit, the championship. I am sure you will enjoy the experience. It is great opportunity to see the very best of modellers competing in all the facets of our great sport. There is plenty of reasonably priced accommodation available in the Albury/Wodonga area so why not go for a few days and have a good look around.**

### **2008 World & CAOCC Championships.**

**Whist it seems a long time to 2008, team trials will be starting most probably in early or mid 2007 for places in the teams. No details of Team Trials have been released yet but it is expected that preliminary information will start to be release in early 2007.**

**In 2008 the following world and CAOCC championships are scheduled to be run;**

**F2 Control Line in France,**

**F3J Gliding in Turkey**

**F4C & F4B Scale in Poland**

**F5B & F5D Ukraine (to be confirmed)**

**F3A Pattern CAOCC – To be advised**

**F3C Helicopter CAOCC – To be advised.**

**If you are considering trying to get into the team for any of these events I suggest that you contact the relevant Special Interest Group in the near future to get details.**

**Hobart Model Aero Club**

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**Ken Jones is the designated operator and responsible for maintenance of the new mower and the only member so authorised at this time.**

**Pictured below is Andrew Hutchinson's latest project.**

***Observe those rules please!***

**10.**

*On Sunday 16th September we experienced really beautiful flying conditions and good attendance. Unfortunately there were several small incidents which caught my attention.*

*On several occasions fliers were standing outside the designated pilot area. There are no valid reasons to stand outside this area regardless of the type of model being flown.*

*In addition on at least one occasion there were unnecessary people standing on the flight line. I also found it necessary to effect the removal of a spectator from the pit area. To make matters worse he was smoking.*

*I would also remind members that mobile phones are not permitted in the pit area or flight line and particularly, not near the transmitter pound.*

*It is very frustrating to have to continually deal with problems of this nature and I would remind all members that they all have responsibilities in regard to the safety requirements.*

*It really is not particularly pleasing to have to continually act as the "Fun Police".*

