



Torque Back.

Volume 9/ Issue 5.

June/July 2008

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Annual General Meeting & General Meeting.

The meetings were held at the Kelly Field clubrooms on Sunday 8th June. Although the meetings were held during a long weekend holiday, attendance was quite pleasing.

The following office bearers were elected for the 2008/2009 year:

President: Mike Hawkins

Vice-president: Peter Hubbard

Secretary: Krys Smietanski

Treasurer: Stuart Smith

Committee: Peter Ederle

Committee: John Jongbloed

Committee: Vic Parkinson

Whilst not seeking re-election to the committee, Ken Jones undertook to continue as groundsman and Garth Wilmot indicated that he would edit the newsletter and audit the end of year accounts.

During the General Meeting there was considerable discussion on maintenance of the airstrip. Some of the options were found to be quite expensive and it was decided to have the committee investigate the matter further and to present a recommendation

to a special general meeting.

Membership fees for 2008/2009 remained basically unaltered apart from the rectification of an anomaly in respect of Associate membership.

Fees for 2008/2009 are:

Senior member	\$190
Spouse of senior member	\$145
Country member	\$170
Spouse of country member	\$125
Junior member	\$60
Pensioner member	\$170
Senior plus dependant Junior	\$240
Social member	\$10
Associate member	\$110
Associate pensioner member	\$90

New members joining after 1st January 2009 are generally eligible to pay half full year fees plus \$10 except that juniors pay just 50%.

Fees fall due on 1st July and must be paid promptly to ensure continuance of insurance cover.

Payment may be made by mail to the Treasurer, PO Box 1117, Rosny Park 7018.

Congratulations to the following members who have recently achieved bronze wings:

Joe Hedges

Robert Gurney

Ian Knott

David Harcourt

Around the hangar.

The month of May provided some of the best flying weather that I have experienced for some time. We seemed to enjoy an Indian summer and, although the temperatures were down a little, there was very little wind most of the time. Of course I can be sure of ideal flying weather when I am stuck in meetings. Fortunately I am all finished with state and national meetings from here on.

These ideal conditions extended well into early June although it was generally a bit on the chilly side.

On the day of the AGM conditions were really ideal with bright sunshine and very little wind. It was surprising that we seemed to have a record number of spectators and potential new members who seemed to be very impressed with the standard of the field and facilities.

Who was the senior member who tried to juggle three wing bolts between two models at the field? He managed to forget to swap once too often and the wing of his Ugly Stik parted company from the fuselage with rather dire results. I know he purchased more wing bolts the day before, so perhaps he needs to make an addition to his famous checklist!

Colleen Tonks seems to have recovered from the nasty turn she suffered at the field recently and is back helping with the canteen and barbecue. As a result of the unfortunate incident a folding stretcher, blanket and pillow has been added to the club inventory. These items have been stored in a cupboard in the clubroom.



It is with regret that I advise of the death of popular Victorian modeller and good friend John (Johnno) McGrane. Johnno used to participate in our state championships in days gone by and was a former Australian aerobatic champion. I must admit that his language was somewhat colourful at times, but you knew you could rely on him.

He has suffered ill health in recent years but I always made an effort to call and see him when in the area.

I am not sure that it is my imagination, but I think that junior member Joe Hedges is making better landings than his father Steve. I wonder if he will beat father to gold wings?

On Sunday the 22nd June conditions were a little tricky with spasmodic wind gusts and some turbulence. Both Robert Gurney and Angus McNeil managed to effect minor damage to their Boomerang trainers while landing.

We welcome Joseph Ortuso as our first new member for the current year. It is already obvious that Joseph will be an asset to the club.

It will be interesting to see if some of last year's drop outs join up again this year. I feel sure that one or two have merely taken a sabbatical.

Our Chief Flying Instructor has advised that Steven Wittison is now landing without buddy box intervention so that bronze wings should not be too far

away.

The crows damaging the runway seem to have disappeared and the strip is rapidly coming back into reasonably good condition. We now have plenty of time to consider improvements to the watering system before next summer.

Nostalgia.

The previously mentioned passing of John (Johnno) McGrane caused me to reflect on what I believe to be the most exciting period of aeromodelling in Tasmania.

During the late sixties and early seventies there was a great deal more interest in competition, probably partly because the hobby was considerably less complicated and expensive.

At that time our club was called the Tasmanian Radio Control Association and catered for membership on a state-wide basis. It also had membership from other radio control activities including model yacht racing and, in fact, several of our members indulged in both of these activities.

During this period state championship results counted towards world championship team selection in aerobatics. Subsequently we usually enjoyed an influx of interstate fliers for aerobatics with a few competing in scale, pylon racing and thermal glider events.

Among our more notable visitors were the late Barry Angus (Australian Kraft radio importer), Ian Watts (deceased), Johnno McGrane (deceased), Tom Prosser, Brian Green, Bob Hurst, Jeff Tracey, Graeme Pentland (pylon racing) and Max Tandy (helicopter).

We also had a couple of prominent aerobatics competitors in Steve Ralph and Owen Badcock from North-west Tasmania.

Probably the biggest event was our championships either in 1971 or 1972 when Canadian champion Ivan Kristensen competed in aerobatics. We gave the event considerable publicity and Ivan was interviewed either on radio or television.

I wrote an article for the Sunday Mercury and was amazed to find that we received a double page centre spread in this newspaper and my article was published exactly as sub-

mitted with no corrections or alteration. Perhaps I should have had a career as a journalist! (Dream on!)

There was an almost unbelievable spectator crowd on the Sunday and the event was an outstanding success.

We also had a pretty big event in the early eighties in conducting the Trans Tasman scale competition.

Unfortunately my failing memory doesn't allow me to remember all the details, however outstanding N.S.W. modeller David Masterton went on from this event to win the world scale championship. I do remember that northern flier Dr. Ken Lawson also represented Australia in our event.

As part of the preparation for the competition the compound surrounding our building was fenced off and we had a marquee which was erected to house scale static judging.

Once again the event was an outstanding success and it is somewhat sad to see that those glory days are very unlikely to return.



A recent photo of Ivan Kristensen on the left.

As you can see he is still very active in large scale aerobatics.

Hobart Model Aero Club Inc.

4.

Office bearers and committee members for the year end 30 April 2009

Office Bearers:

President: Michael Hawkins 8 Calder Crescent, Blackmans Bay 7052
62295902 michael.h@wacco.com.au

Vice-President Peter Hubbard 43A Corinth Street, Howrah, 7018
62476281 phubbard@hotlinks.net.au

Secretary: Krys Smietanski 36 Jennings Street, New Town 7008
62283586 Ksmietanski@gmail.com

Treasurer: Stuart Smith 44 Grange Road, Rokeby, 7009
62477423 stuartsmith@netspace.net.au

Committee Members:

Johannes Jongbloed 5 Eden Place Howrah 7018
62478600 jonkat@southcom.com.au

Peter Ederle 32 Pegasus Drive, Dromedary, 7030
62614965 marholymes@yahoo.com

M

Victor Parkinson 11 Suva Street, Midway Point, 7171
62652299 parkinsonfamily2003@yahoo.com

T.M.A.A. A.G.M. & General Meetings.

The meetings were held at Campbell Town on 1st June 2008.

Executive elected for 2008/2009 were:

President: Dean Williams (HPF)

Secretary/treasurer: Garry Anderson (NWA)

Vice-president: Mike Hawkins (HMAC)

A new club, the Tasmanian Aeromodelling Academy, was admitted to the association and a letter of resignation was received from Southern Model Sailplanes which is disbanding.

Steve Ralph was appointed State Chief Flying Instructor with Peter Ralph being appointed as Southern Chief Flying Instructor.

A committee was established to investigate the old chestnut of the purchase of a state flying field funded by the M.A.A.A.

Although the M.A.A.A. had reduced fees for 2008/2009 the meeting voted to not pass on the reduction to clubs.

This was difficult to understand as the T.M.A.A.'s surplus for the coming year will almost certainly exceed that of any affiliated club.

It should be noted that H.M.A.C. delegates argued strongly for and voted in favour of reduced fees. I wonder if those who voted to the contrary were acting in the best interest of their members.

H.M.A.C. was allocated the state electric fly-in for the coming year.

New s l e t t e r

N O . 0 3 / 2 0 0 8

President: Mike Close, PO Box 146, West Pennant Hills NSW 2125

Telephone: 02 9872 6469 Fax: 02 9871 0408

Vice President: Paul Winter 25 Jasmine Drive Mill Park VIC 3082

Telephone: 03 9436 0717

Secretary: Kevin Dodd, 16 Illidge Rd Victoria Point QLD 4165

Telephone: 07 3207 9067 Fax: 07 3207 8175

Treasurer: Garry Anderson, PO Box 471 Devonport TAS 7310

Competition Rules Secretary: Fred Adler, 18 Ivory St Noranda WA 6062

MAAA Internet: www.maaa.asn.au

Introducing the MAAA Vice President Paul Winter

Having been elected as the Vice President of the MAAA at the Federal Conference held in Hobart over the weekend of May 24-25, the purpose of these few paragraphs is to introduce myself and tell you a little about myself.

I have three loves in my life, the Salvos, my Family and anything that is Aviation.

I recently retired after 42 years as a Minister of Religion with the Salvation Army; I have been married 41 years, have three children and two grandsons.

I have been flying model aircraft for fifty-one years. I started flying Control Line and progressed to Radio Control; with the main interest for the past fifteen years scratch building and flying large scale models. I had always wanted to be a pilot but had this problem with heights, and as this dream never eventuated, I have been able to find satisfaction by being able to build and pilot the planes of my dreams with two feet planted firmly on the ground.

I believe in competition, for by it the building and flying standards increase, but I'm afraid I have not been able to enter as many competitions as I would like as they are mostly held on Sundays.

I believe that if more youth of today took up the hobby of aeromodelling, there would not be the problems that are associated with them today, as it teaches discipline and responsibility. There is nothing like the thrill of seeing a young person go from complete novice and then to unplug the buddy lead and have them fly rings around the old instructor within a few flights of being cut loose.

I count it a great privilege to be able to serve you, the modellers of Australia on the MAAA Executive.

Manual of Procedures

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

MAAA Fees for 2008/09

The MAAA Council set the MAAA fess for 2008/09 at: Seniors & Pensioners \$60.00 and Juniors \$30.00. These figures show the Senior and Pensioner fee reduced by \$10 from last year's fees. This was due to a reduction in insurance costs. Members can claim part of the credit for the reduction, as a result of our good safety record. State Association and Club fees are in addition to those set by MAAA.

The MAAA Council maintained the Commercial Instructor fee at \$50.00. For those interested in becoming a Commercial Instructor, MOP023 will provide all the details.

The Public Liability excess payable by the member on all claims was also left unchanged at \$250.

62nd Nationals

The 2009 Nationals are being hosted by the NSW Associations and will be run as a 'split' event. Control Line and Free Flight are to be held at Albury NSW from

28 December 2009 to 3 January 2009. There will be no registration day. Registration and late entries will be processed prior to each event at the event site by the Contest Director. Full details can be found on the MAAA web site www.maaa.asn.au

Radio Control will be held over the Easter period from 12 April to 24 April 2009 at the MAS NSW State flying field at Cootamundra.

2.4GHz Equipment

The 2.4 GHz band is used throughout the world. However, the specifications for the equipment vary from country to country. Because of this, it is impossible to be certain just by looking at a product that it meets the Australian regulations, which in many cases are more stringent than that applying in other countries, including the USA. The MAAA requires that all equipment used under its procedures complies with Commonwealth legislation as administered by the Australian Communications and Media Authority (ACMA). The best way of assuring this, is that the equipment has a C Tick compliance mark applied by either the manufacturer or the importer, otherwise it is the user's liability. If a radio has a C Tick, the manufacturer or importer is taking the responsibility that the equipment complies with the Australian regulations and they are legally required to hold documentation to prove it. This has to be available for audit by the ACMA. If the equipment does not have a C Tick, then it is the individual responsibility of the user to have documentation to satisfy the requirements. If the circumstances arose to test whether the documentation held by the individual is adequate, this would ultimately be tested by a Court of Law. The MAAA cannot operate as a legal practice and so unfortunately cannot give individual legal advice on whether any particular situation complies with the Australian Federal Laws.

Team Trials

All MAAA affiliate members are eligible to represent Australia at World, Continental and Trans Tasman Championships. Trials for places in the teams are organised by MAAA Technical Subcommittees or National Special Interest Groups (NSIGs) which are required to publish details of team trial arrangements as widely as possible, well in advance of the trials, so that all interested members have the opportunity to take part. Your State Association Secretary has contact details for your Subcommittee representatives and NSIGs. The MAAA web site has links to NSIGs and also details of up-coming events and team trials, on the "Championships and Other Competitions" page.

Team Trial Notification

Organisers of Team Trials for World, CAOCC Championships and Trans Tasman events are reminded of their responsibility to advise the MAAA Secretary of the dates of intended team trials a minimum of six months in advance. MOP024 clearly states the procedure. This is to give all members adequate notice.

F3C Helicopter Team Trials

The team trial for the 2009 F3C World Championships will be held in conjunction with the Victoria State champs to be held on the 29-30th November 08. This will be at the MRCHA field.

F3D Pylon Team Trials for the World Championships Germany 2009

Notification of team trials as follows:

- ?? 26/27 April 2008 at Cohuna Victoria (Concluded)
- ?? 7/8 June 2008 AMPRA Champs in Maryborough Qld (Concluded)
- ?? Aug/Sept 2008 - either Qld State Champs or Vic State Champs

Incident and Investigation Forms

Both these forms need to be submitted as soon as possible following a significant incident even if it is considered that there may not be an Insurance Claim. If the incident is of a serious nature or third party property has been damaged, even before the reports are sent, please advise the MAAA Secretary either by phone or email with the basic details. **Ensure that the two forms are completed** and forwarded to the MAAA Secretary who will forward copies to your State Secretary.

An Incident Investigation form containing details of the steps taken by the club to prevent further incidents of the same nature, not only allows the MAAA Executive to 'close out' the incident, but hopefully enables all modellers to gain knowledge and generates the more general application of increased safety awareness at all levels. In a recent incident a model went into 'fail safe' most probably due to the glow driver being left attached. The operator of the model now recognises that, had a fail safe parameter been set, which could have been easily done as the model was operating on 2.4GHz, this could possibly have saved damage to a vehicle and the model. If your radio has a failsafe capability it is very important that you know what it is set to. There are different views on what is best for the control surfaces and none are perfect for every situation. If your club has a rule then you should follow that or just decide what you think is best. The most important thing is that the fail safe position for the throttle is not full power. This can happen if you do not set it up yourself particularly if you have used servo reversing. When the fail safe operates the engine should either go to idle or stop.

The MAAA supports the '*Model Expo 08*' which is a showcase of everything that encompasses plastic modelling. This is an annual event held this year at the Sandown Entertainment Centre, Sandown Racecourse, Princes Highway, Springvale Melbourne. (Map 80 ref C10) on 28 – 29 June. *Model Expo 08* covers all categories including aircraft, military AFVs, civil vehicles and figures. Please contact Ian Vale (03) 9873 4256 for more information.

Details of the world and Tasman championships calendar have been edited and left out of this newsletter.

For Sale.

OS 90 FS— as new, barely run in great value \$350.

Peter Ederle phone 62614965.

Garth's Specials.

Hitec HS-311 servos 4 for \$50

JP 9 gram servos \$10

Hitec HS-81 micro servos 4 for \$60

Magnum 52 FS good value four stroke \$180

Seagull Yak54 - 60 size a beauty \$150

Seagull PC9 electric 1300 mm span only \$110

JR Quattro 4 channel set \$185

JR Max 66 6 channel computer set \$275

Spektrum DX6i— f6 channel full range, transmitter & receiver only \$225

JR NES-577 servos \$20

Hitec HFS-05MS miniature receivers \$30

Phone 62431790

Page 2 photo is Andrew Hutchinson's magnificent Stearman Biplane.



For Sale.

EE-Flite-15 950kv 34 amp brushless motor \$35

Himax HC3516-1130 brushless motor \$30

Tanic lipo batteries

4440 mAh 12c \$20

1180 mAh 20c \$10

780 mAh 20c \$10

1500 mAh 25c \$20

Magnetic prop balancer \$15

Easy Flier park flier with motor \$10

Sundry servos, 400 motors, props , balsa, film etc.

Near offers may be accepted.

Trevor Spargo 62720159

Email: tspargo@clearmail.com.au

Wanted.

Carburettor to suit ASP 32.

Fred Willis phone 62578258

Training is important!

Recently Peter Ralph was appointed Chief Flying instructor for Southern Tasmania. A policy to maintain and increase club membership numbers has always been a priority for the executive of the club .

In this respect adequate training is essential to ensure that newcomers are able to experience the hobby with some chance of success, thus ensuring a viable and long term future for the Hobart Model Aero Club.

With this in mind, a word or two in the right place meant that two complete training models were obtained with very welcome assistance from the Clarence City Council and Model Engines (Australia) Pty. Ltd.

Erwin Boot instituted regular notices in the media for “come and try” days and we have had considerable success in this regard.

To produce competent pilots in minimum time and with minimum effort we need more qualified instructors. Peter is aiming to have two more instructors qualified to teach by the end of July. Any member interested in qualifying for an Instructor Rating can see Peter and he will be happy to give advice on what is required. Also anyone who has qualified in the past but has not done much instructing is welcome to sharpen their skills with the club trainer and the buddy box system. Erwin Boot set the system up, so it works well. Erwin has used it successfully for many years to get learners up and away.

There are two club training models operational. The old one is in full time use, with one of the two new ones kept as a backup.

Ideally the club needs some of the younger members to take an interest in instructing to ease the workload a little for the current instructors.

The Southern Chief Flying Instructor is well prepared to include all Southern clubs in his courses for instructors, as well as testing for bronze and gold wings.

Fail Safe Set Up from the federal secretary.

In a recent incident a model went into ‘fail safe’ most probably due to the glow driver being left attached. The operator of the model now recognises that, had a fail safe parameter been set, which could have easily been done as the model was operating on 2.4GHz, this could possibly have saved damage to a vehicle and the model. If your radio has a failsafe capability it is very important that you know what it is set to.

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Left & Right—E-Flite’s latest

