



Torque Back.

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Presidents Report

Christmas greetings to all.

The Xmas lunch and swap meet held at Kelly Field on the 7th Dec was a great success with nearly fifty members and family attending, making it the biggest social gathering that I have seen at the club. I believe that all present had a good time and enjoyed the occasion even though the weather was too windy to fly. I would like to thank all involved and especially the ladies for putting on such a wonderful spread (and doing the washing up) for without them an event like this would simply not happen.

This year two major projects were forced upon us, the repairs to the septic tank and the upgrade of the airstrip watering system both of which had to be done ASAP for obvious reasons. To save time and considerable costs it was decided to do these jobs 'in house' and I would like to again thank all involved, with special thanks to Peter Hubbard and Peter Ederle for their efforts in getting these jobs done.

Thanks go to the flying instructors, the committee, and all members who have contributed in any way whatsoever to the many jobs that need doing to keep H.M.A.C the first class club that it is.

Wishing all a very merry Xmas and happy New Year, and hoping that Santa will bring lots of presents that can be flown in the weeks to come.

**Mike
Hawkins.**



Around the hangar.

Some people seem to have plenty of bad luck.

Doug Keating experienced real problems with orientation when flying his Sukhoi and eventually crashed it near the road. When he arrived at the crash site he received advice that the model had been picked up by a couple of fellows in a passing utility. There are certainly some low types out there.

Members should be aware of new power lines recently installed on the adjoining property on the southern side of the field. This should not really be a problem as landing approaches should start well inside that line. There is no truth in the rumour that we are running a book on who will be the first to collect the said power lines.

It has been noticed that members are becoming a little slack in not collecting the overflow fuel when filling tanks. It is sensible to have an overflow bottle to both save fuel and prevent spillage on the grass. Methanol fuel is an excellent weed killer and an overflow container can easily be made from an old fuel tank. You may be surprised at the amount of fuel collected at the end of the flying session.

Members are reminded that the two tables adjacent to the clubhouse are for assembling and dismantling models—not as a permanent pit area. Hogging the space can be a nuisance to other members. Yes—I know I have been guilty myself on the odd occasion.

Peter Hubbard was unfortunate to lose his Spacewalker due to a senior's moment when he forgot to put his key in the board. This time repair was not a reasonable option and he did actually let the moths out and buy an ARF. The check list on his car door didn't help in this case.

Bernard McKay is the latest member to try his hand at the Wild Wings circus. I haven't

seen him fly it yet but he should be a fierce competitor in the pylon racing.

Martin Richardson is another who has succumbed to the Wild Wings phenomenon which seems to be spreading like an infectious disease. These models appear to handle windy conditions very well and are often used when other models are grounded. I have yet to succumb!

Ray Stidston is back with us after a few months overseas. I believe he was in Mumbai when the terrorists attacked.

Steve Hedges' new Seagull Spacewalker has been test flown and is nicely powered by a Saito 65. Peter Ralph did the honours and reported that it will prove to be an ideal model for Steve in progressing from a 60 size trainer. I wonder whether Joe will be allowed to fly this one.

Peter Ederle is working on a large scale ESM Mitchell Bomber which is eating up accessories at a great rate. Plans are to power it with a pair of Magnum 90 four strokes. It should be some model when completed.

I wonder how Tony Grays Wild Wing ended up on the clubhouse roof!

Doug Keating has been flying up a storm with his electric powered Panic biplane—his new Multiplex Blizzard is also a pretty impressive performer. The Panic was first kitted over 25 years ago and has certainly stood the test of time. This model has been used consistently by English display teams for many years.

It is quite surprising that a large percentage of the membership now have electric models of some type. Many of the diehard power modellers now have at least one of such model in their stable.

Has anybody seen Okey-dokey? He has been missing for some time.

Christmas Luncheon.

On the 7th December the Christmas luncheon was held at the Kelly Field clubhouse.

The catering was arranged by Jan Wilmot and Colleen Tonks with some assistance from Carol Hawkins, Shirley Parkinson and Karen Jeffrey. Further offers were made to help with the cleaning up afterwards, but there was insufficient room for further volunteers.

The ladies put on a fine meal which was much appreciated, and it was certainly value for money. Although only bookings for 34 were received by the cut off date the numbers swelled to nearly 50 with late entries and turn ups on the day. This didn't really help with catering!

The club rooms aren't large enough to cater for a larger number and we were fortunate to have a dozen folding chairs donated to the club and a further ten on loan together with extra tables.

It was pleasing to see former president Bryan Richardson in attendance along with former member Anton Benada and Fred Willis from Swansea

It was certainly a lot of work for Colleen and Jan— probably more than we should expect.

It was quite windy on the day and most of the flying was done by the Wild Wings Brigade. It seems those things fly in any weather.

Buy and sell .

The annual buy and sell day was held prior to the Christmas luncheon and there appeared to be more buyers than sellers.

As I recall, there were only four vendors, being your editor, Peter Ederle, Fred Willis and TMAA president Dean Williams.

I managed to offload quite a few items which were admittedly dirt cheap and I know Fred and Dean got rid of at least one model each.

I think Fred bought more than he sold.

Perhaps we may have a better selection next year!

From the Vice-president.

3.

We have a safety record second to none and to keep it this way we would remind club members of a few rules to observe whilst in the air and on the ground.

I have had complaints from members of irresponsible 3D flying in front of the pilot area. This is very distracting for new pilots of limited experience and for those under instruction. This is not a problem if the pilot is flying alone, and, in fact it can be entertaining . But as has often been the case in recent times, the enjoyment of other members has been curtailed because they are reluctant to take to the air while 3D flying is in progress.

It can go on for long periods of time. In order to overcome this problem it is suggested that pilots fly 3D in the southern corner behind the east/west runway whilst other pilots are in the air. Attention is drawn to rule 17 in the club rule book, copies of which are available in the clubhouse, courtesy of Stuart Smith.

Also note that new high voltage hydro wires have been erected along our southern boundary and is another hazard to avoid. Members should try to confine flying within our boundaries and not fly over the road.

Make sure your key is in the correct slot on the frequency board. I was guilty myself in this regard recently and suffered the consequences when another member turned on to my channel. This was entirely my fault and it was lucky that only my plane was written off.

Also check that radios are switched off before removing the key from the board and UNDER NO CIRCUMSTANCES REMOVE ANOTHER MEMBER'S KEY.

Sorry about the gripes but you can see why being a committee member can be an onerous task at times, as it is our responsibility to maintain safety at the field. Help us to keep up the good work. Happy flying and compliments of the season to all.

Peter Hubbard

WILD WINGS MAYHEM.

Tony Gray advises that it is on again on 28th December 2008.

Well known Adelaide modeller John Tonks (son of Jack and Colleen) will be home for Christmas and is ready to rumble.

Start time is 3.00 p.m. and any MAAA member is welcome to participate or watch the action.

A barbecue will follow put on by Colleen Tonks and helpers at a cost of \$2.00. To assist with catering please advise Tony on 6268111,

tonyrgray@internode.on.net

or Colleen on 62494655.

Hobart Model Aero Club Inc.

Office bearers and committee members for 2008/2009

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MAAA Competition Rules Secretary

Congratulations to Ross Cant on his appointment to the position of MAAA Competition Rules Secretary until the 2009 Council Conference. Ross brings his knowledge and experience to the position on this, a year when the rules are considered by the Annual Conference.

MAAA - ASAC President

At the 2008 Australian Sport Aviation Confederation (ASAC) AGM the MAAA President, Mike Close, who was the ASAC Vice President, was elected to the position of President. In accepting the position, Mike indicated that he was happy to take on the extra responsibility providing it was not detrimental to MAAA now or in the future. Congratulations Mike.

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.

The MAAA has recently released the following new or amended documents in the Manual of Procedures:

MAAA058 POLICY 2.4GHz Equipment (Acceptance of JR and Sanwa)

MAAA001 FORMS Application for a Permit to Conduct a Display

MAAA002 FORMS Display Directors Statement

MAAA005 FORMS Application for Exemption from CAR (1998) Part 101

MAAA006 FORMS Application to Register an "Approved Flying Area" for Model Aircraft

MAAA007 FORMS Application for Temporary Ceiling Height Extension

MAAA010 FORMS Incident Report Form

MAAA012 FORMS Application for an Exemption from the Indoor Model Specifications

MAAA023 FORMS Application to be Registered as a Commercial Model Aircraft Instructor

62nd Nationals

The 2009 Nationals is 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. Bulletin number #1 is now available from the MAAA Web site at www.maaa.asn.au

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Insurance / Instructors

A large number of clubs support their Instructors by agreeing that they will pay the excess in the event of an incident, certainly if it falls on the Instructor, while a student is under instruction. This may avoid any doubt in an Instructor's mind. If he tries to recover a seriously out of shape aircraft, and fails, he is potentially up for \$250 whereas not trying enables him to walk away with no financial liability whatever the result. If your club does not have such an arrangement with your Instructors, it may be a point to raise at your next club meeting.

Public Flying Displays

The MAAA occasionally hears second hand reports of displays being held by people who are Affiliated Members of the MAAA but without State Association approval. It would be appreciated if you could make sure that your club is aware that all displays carried out under the banner of the MAAA need to conform to the requirements of MOP 019. This not only covers public displays but also those that are carried out at private events, where the organisers allow people who are not MAAA members to attend. Obviously individuals are free to take part in any event but unless conducted within the definitions and requirements of MOP 019, then the flying at displays, public or private, will not be covered by the MAAA Insurance Policy. The MAAA would advise anyone taking part in events outside the MOP, to satisfy themselves that the organiser has arranged adequate independent insurance cover.

This procedure is to ensure that the general MAAA membership does not have the risk of their insurance cover, and the costs of it, prejudiced by displays whose flying conditions have not been independently assessed by the relevant State Association as meeting the required safety standards.

Concessional Membership

From 1 January 2009, a person who has not been an MAAA member the previous membership year is entitled to half MAAA fees. Current MAAA Rules require that any person who was a member in 2007-2008 shall pay the full fee. Clubs should note that Concessional Membership is only available to new members and those who have not been affiliated since 1 July 2007.

Introducing the MAAA Competition Rules Secretary - Ross Cant

I have been active in aeromodelling since 1974, mainly in gliding, scale models, electric aircraft, and more recently in indoor flying. During this time I have been involved with competitions at the club, state and national level as a competitor, contest director and member of National Organising Committees. The highlights of my competition career were to win Large Scale at the Mandurah Nationals and to attend the Electric World Champs in the Czech Republic as a helper and whilst there to win the Big Glider Contest at the Electric Games (small beer compared to some other careers).

I have been on the AWA executive since 1983 and have been an MAAA delegate for 10 years. I have served as club and state secretary for at least 24 years, and state treasurer for 14 years.

I look forward to serving as the MAAA Competition Secretary.

Competition Rules Year

Members are reminded that 2008/2009 is a Competition Rules year. Australian competition rules are available through the MAAA web site www.maaa.asn.au

All disciplines are requested to review their particular section of the rules and make any suggested amendments through the relevant Subcommittee. Subcommittee members for the discipline will collectively review all amendments prior to submitting the final recommendations to the MAAA Secretary. All received recommendations will be added to the rules agenda to be presented to the MAAA Council in May 2009.

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 states the procedure. This is to give all members adequate notice.

F1 A, B & C Team Trials for the Trans Tasman Event 2010

Notification of the Team Trials as follows:

Tentative Team Trial Dates are:

62nd Nationals

F1A Mon 29 Dec 2008

F1C Tue 30 Dec 2008

F1B Fri 2 Jan 2009

To be held at McMahon's Field Springhurst.

Proposed program for AFFS Championships and Southern Cross Cup.

SCC

F1A Tue 7 Apr 2009

F1B Wed 8 Apr 2009

F1B Wed 8 Apr 2009 To be conducted at Narrandera

AFFS Championships

F1A Sat 11 April 2009

F1C Sat 11 April 2009

F1B Sun 12 April 2009 To be conducted at Narrandera.

2009 F3A World Championships Team Trials

Team trial details for the F3A World Championships to be held in Portugal have been finalised. These trials will be held as part of the Australian Masters Contest at Valley Radio Flyers field Shepparton, Victoria on 25 April 2009. Entries will close one week prior to the event, 17 April 2009. Late entries will not be accepted. For enquires please contact Chris Simmons 0419 362 005.

2009 R/C Scale Trans Tasman

Team trials for this event will be held as part of the 62nd National Scale event at Cootamundra in April 2009.

The Trans Tasman Scale event will be held at Monarto SA between October/November 2009.

World / Continental Championships and Trans Tasman Events Calendar

2009	
EVENT	Awarded to
F4A FF Scale	Trans Tasman - Patetonga, Sth of Auckland 4-5 April
R/C Scale	Trans Tasman – Monarto SA October/November
F1A, F1B, F1C	Croatia. Bjelopolje Dates: July 19 to July 26
F3A	Portugal Dates: August 21 – 29 2009
F3B	Czech Republic Dares: August 2 – 9 2009
F3C	USA - Muncie
F3D	Germany Dates: July 20 – 26 2009
2010	
EVENT	Bids From
F1 A,B & C	Trans Tasman
F2A, F2B, F2C, F2D	Hungary - July
F3J	France Dates: August 14 – 22 2010
F4B, F4C	Poland
F5B, F5D	Offers Invited
Space Models	Serbia
F3A Asia-Oceanic	Offers Invited
F3C Asia-Oceanic	Offers Invited
2011	
EVENT	Bids From
F1 A,B & C	To be Awarded - 4 Bids
F3A	To be Awarded - USA (tentative)
F3B	To be Awarded - Spain (tentative)
F3C	To be awarded - Italy
F3D	To be awarded – Australia has bid

For Sale.

Used engines in good condition.

Saito 50 1 @ \$120 & 1 @ \$100

Magnum 46 \$70

OS25SF hardly used, super condition \$75

New engines—old special prices.

Magnum 52FS—great value four stroke \$180

Magnum 61—one only \$160

OS 46AX \$150

OS 55AX \$180

Thunder Tiger 46 PRO \$120

Force 46 \$125

12V starter, used but good condition \$20

Hangar 9 Spitfire—as below, no glossy covering on this one—suit 60 to 90 \$375

Garth Wilmot phone 62431790



Men At Work? Peter Ralph & Steve Hedges prepare Steve's new Spacewalker.



Two of your editor's electric models—E-flite Diamante and Eratix 3D.



A couple of weeks early, look what Santa brought John Tonks (son of Jack). The first Sebart Wind 110s to feel the breeze in Aussie land. 68" 8s batteries F3a. A very nice bit of kit according to John.



Magnificent Hangar 9 Spitfire c/w flaps & outward folding fitted retracts.