

Torque Back



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The Annual General Meeting of the Hobart Model Aero Club Inc. will be held at 11.30 a.m. on Sunday 21st June 2009. A general meeting will follow immediately after the completion of the A.G.M.

Nominations for the following positions should be in the hands of the secretary by 11th June 2009.

President

Vice-president

Secretary

Treasurer

Committee (3 positions)

In the event of insufficient candidates, nominations will be accepted from the floor of the meeting.

The incumbent committee have recommended a small increase in fees for 2009/2010 as follows:

<i>Senior member</i>	<i>\$200</i>
<i>Spouse of senior</i>	<i>\$150</i>
<i>Country member</i>	<i>\$180</i>
<i>Spouse of country member</i>	<i>\$130</i>
<i>Junior member</i>	<i>\$60</i>
<i>Pensioner member</i>	<i>\$180</i>
<i>Spouse of pensioner</i>	<i>\$130</i>
<i>Senior plus junior</i>	<i>\$250</i>
<i>Social member</i>	<i>\$15</i>

This is a recommendation only and would need to be confirmed or modified by the general meeting.

Members are reminded that annual subscriptions are due by 1st July 2009.

Unfortunately there is no period of grace and non-financial members are not permitted to fly from that date as they would be uninsured.

It should be possible to arrange to effect payment of dues by bank transfer which would obviate the need to chase up the treasurer at the flying field.

We are on the net. www.hobartmodelaeroclub.org

On Sunday 11th April some tourists called in to watch the flying. Nils Powell executed one of his famous bump, bounce, bump, bounce, tip over on nose landings.

One of the female onlookers commented that it looked like a typical Jetstar landing. When Tony Bannister wandered over, Nils advised that he needed no comment from him. Tony then made Nils' day by telling him of the woman's comment.

Your geriatric editor had a great start to the day on the Sunday of the State Electric Fly-in. In his haste to get airborne he neglected to connect his aileron servos and also did not effect the usual pre-flight control surface check. As a result one much loved Diamante was destroyed. Unlike red wine one's brain certainly does not improve with age.

As a further example of a seniors' moment I managed to remove the end of the middle finger on the right hand while setting up an electric model in the workshop. Up to the stage of the final set up I did not fit the propeller, however after fitting the airscrew I decided to re-bind the Spektrum receiver and switched off the transmitter without disconnecting the battery. The motor switched on to full bore and attacked me. I don't exactly recall how I managed to get my hand in the way but soon realised that the end of the finger was missing. As a result of this accident I had to have surgery to shorten the bone and reconstruct the end of the finger including skin graft, which was not all that pleasant.

After talking to Steve Ralph, we came to the conclusion that the receiver was initially bound with the throttle reversed at the transmitter. This was corrected in the set up procedure. When the transmitter was switched

off, the receiver went into fail-safe and set the throttle on the previous high throttle setting. We live and learn (hopefully)!

Apart from any other consideration, the propeller should not be fitted until one is absolutely sure that the set up is completely finished.

I had a report that suggested that Peter Allen should stick to control-line models as they don't fly away. Apparently he was flying his Wild Wing and looked away to see another model crashing. He then couldn't see his own model! Did it crash, did it fly away? At the time of writing the model still hasn't been found.

I suppose that one shouldn't expect miracles, but it would be pleasing to see some enthusiastic competition for positions on the club executive and committee this year. In recent times it is apparent that members had to be badgered to fill positions, which is not really an ideal situation. From my observation I think there may be 50% or more of the current office holders who really didn't want to be there!

Peter Drew deserves our thanks for his generosity in repainting and arranging sign writing of the Cessna fin and rudder previously donated by the Southern Tasmanian Aero Club. The said item is now installed next to our roadside sign. (see photo page 8.)

Due to the fact that I currently only have full use of my non-preferred left hand, this newsletter may be somewhat disjointed for which I apologise.

Also I have not been down to the field very often and have missed some of the incidents which would normally warrant a mention.

I did hear that Terry Shearing forgot to plug in his aileron servo recently, however damage to his Trainer 60 was only minor. (it must be contagious.)

Newsletter

NO. 02 / 2009

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The MAAA

In Australia model aviation is covered by the rules of Civil Aviation Safety Authority. Their priority is the interface of models to the general public and to full size aviation. They delegate the specific regulation of models to the Model Aeronautical Association of Australia (the MAAA). The MAAA is an important member of the Australian Sports Aviation Confederation (ASAC). As the Australian peak body, this represents all Air Sports to the Federal Government and other national agencies. Other members of ASAC include the national bodies for Parachuting, Gliding, Hang Gliding, Ballooning and Aerobatics. To illustrate the standing of the MAAA in society, as an Affiliate of the FAI through the International Aeromodelling Commission (CIAM) in Geneva, it is bound by the Drugs in Sport Policy of the International Olympic Committee as accepted by the FAI. The MAAA drugs policy is subject to international review by WADA and specifically within Australia by the Federal Government Australian Sports Anti-Doping Authority, ASADA. The MAAA has over 10,000 members across the country. From these ranks members are selected for the Australian international teams that compete in 18 different World Championship classes as well as those for Asia-Oceanic and Trans Tasman regional events. Since 2001 Australia has always had at least one World Champion in either an individual or a team event and for most of this time two of them.

CIAM Education Scholarship

At the 2009 CIAM meeting the Education subcommittee was requested to recommend a selection process for the new CIAM Education Scholarship. With significant input from Australia and America, a procedure was structured. With its subsequent ratification by the Plenary meeting, this scholarship is now in place and Australia is invited to join the seven member Scholarship Selection Group which will assess applications from each member country. This invitation was accepted.

This scholarship of €2000 is to be awarded to young aeromodellers on the recommendation of the Selection Group at the March CIAM Plenary Meeting. The funds will be administered by the successful applicant's governing body to assist with their tertiary education, be it school fees or books. Full details will be available on the FAI and MAAA websites. Nominations are invited immediately and young eligible MAAA members are encouraged to apply on the approved form which will be available from the Federal Secretary. Each country is allowed to nominate one candidate per year.

Heavy Model & Gas Turbine Inspectors. MAAA Wings applications.

During the past months numerous applications for Heavy Model and Gas Turbine Inspector status have been received from individual members. Could all intending Inspectors please ensure that their applications are processed through their State Association for recommendation to MAAA.

Applications for MAAA Wings are also being sent direct to the MAAA Secretary Office despite the forms clearly indicating that they should be forwarded to the relevant State Secretary for processing. Your attention to these matters is appreciated.

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2009 Rules and Council Conference

This year's Rules and Council Conference will be held in Perth WA from the evening of the 22 May to 24 May 2009. Agendas for this Conference have been finalised and distributed to all Delegates attending.

From Recent Incident Reports

The main objective of Incident Reports and Incident Investigation reports is to highlight areas and trends within our sport so that others can benefit from them in their own operation of model aircraft. While the greater majority of modellers who operate with model engines are aware of the risk when removing 'glow drivers' there remains a steady trend of injuries with this action. To complicate this, reports have been received of similar injuries when carrying out the same function from engines mounted on pods. Modellers are urged to be alert to these risks especially when removing 'glow drivers' from unconventional positions on some models.

In another incident the pilot accidentally pushed full throttle while the model was restrained. The model tipped forward in the restraint and the natural instinct was to put his hand out to stop the model from tipping, the pilot suffered injuries. As part of the 'close out' from this incident the club indicated that modifications to the restraint had been made. The MAAA Executive were very interested in this and asked for details of this modification. The modification was made to the restraint commonly seen at model clubs these days where it is placed in front of the wings especially for larger models. A rubber strap was positioned between the two restrainers which would allow the lower fuselage of the model to rest on the strap in line with the leading edge of the wings thus resisting the tendency to allow the tail to rise and trip forward if power was accidentally applied.

Hazardous Operations

Recently the MAAA Executive have been made aware of model operations which were indicated to be mindless, hazardous and likely to undo the efforts of those responsible members who seek to promote safe operation of a model aircraft. One reported operation allegedly took place on a public road and at night, following a very successful helicopter event held in the ACT. MAAA does not and cannot condone actions and operations of this nature, nor support any member associated with these actions. In addition from the information received, it is likely that at least two provisions of Part 101 were not complied with making prosecution possible.

Drugs in Sport – Get a TUE

As a result of the 2009 CIAM Plenary Meeting it is important that the following points are brought to the attention of all members who are or will form part of an Australian team.

The first major agenda item relevant to all countries was to do with drugs in sport. A representative from FAI was present and he advised the meeting that while aeromodelling was low on the radar regarding drug testing, it was still there and competitors could expect to have testing carried out during at least one World Championship event in 2009 and thereafter. FAI also indicated that they will be setting up an 'Out of Competition Testing Pool' in accordance with World Anti-Doping requirements. There were further points raised to do with Drugs in Sport however the following will have immediate impact on teams from this year.

All competitors in World Championships and OCC events from 2009 including official helpers, Team Managers and assistants where permitted, with a documented medical condition requiring the use of what may be a Prohibited Substance or a Prohibited Method must, before the event concerned, have obtained a Therapeutic Use Exemption (TUE) in accordance with FAI Anti-Doping rules. This exemption comes directly from FAI following submission of the Therapeutic Use Exemption form by the competitor. In addition, for reasons arising during or immediately before the event, a competitor taking any drug or medication, or suffering from a medical condition, illness or injury, which might either compromise safety or invalidate a licence, must inform the Contest Director in writing before competing. Failure to do this will bring about disqualification.

Full details can be found on the FAI web site at www.fai.org/antidoping/programme

The prohibited substance list is extensive, and since medications can have many different names, it is important that team members consult their doctor for assistance with the TUE form.

Therapeutic Use Exemption forms are available from the MAAA Secretary as well as the FAI web site at www.fai.org/antidoping/programme

2010 F2 World Championships Team Trials

Team trial details for the F2 World Championships to be held in Hungary 2010:

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Western Australia State Championships: F2B on 9 May 2009.

Queensland State Championships: To be held the Qld Labour Day weekend, 2-4 May.

New South Wales State Championships: F2B and F2D. 6-8 June 2009. Venue to be confirmed. F2A and F2C, 3-5 October at Albury.

63rd MAAA Nationals: (VMAA) F2A, F2B, F2C, F2D, 28 Dec 2009 to 4 Jan 2010.

2010 F3J World Championship Team Trials

Team Trials for the 2010 F3J World Championship to be held in France have been approved. The League of Silent Flight will hold the selection trials at the 2009 Jerilderie Tournament (Jerilderie on 6-8 June 2009)

2009 R/C Scale Trans Tasman

Team trials for this event were 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.

Hobart Model Aero Club Inc.

Office bearers and committee members for 2008/2009

President: Michael Hawkins, 8 Calder Crescent, Blackmans Bay 7052 62295902

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Vice-President: Peter Hubbard, 43A Corinth Street, Howrah, 7018 62476281

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Committee Members:

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Victor Parkinson, 11 Suva Street, Midway Point, 7171 62652299

parkinsonfamily2003@yahoo.com

For Sale.

Phoenix Rainbow EP—first class condition—airframe only \$150 ono.

Stuart Smith.....phone 62477423

Congratulations to Roy Baker, Terry Shearing, Peter McGuinness and Simon Rolfe in achieving bronze wings standard since the publication of the last newsletter. Roy and Terry are both flying well on their own, obviously enjoying the freedom of flying whenever they like, without having to rely on the presence of an instructor.

The reconditioning of the old club trainer has been in progress for the last week or so. Thanks are due to Roy Baker for offering to check it over and effect any repairs necessary. I have lost count of the number of people who have learned to fly with it during the last couple of years. It has proved to be an excellent training aircraft and it speaks volumes for the model in that all repairs are due to old age, rough handling and oil soakage.

Peter Drew has been receiving instruction on my 60 size trainer and is doing well. At the time of writing he has managed five take-offs without the aid of the buddy box system.

A special mention must go to Peter McGuinness. He qualified for his bronze wings after only nine sessions, which would have to be some sort of record. He also learned to land using my large trainer without using the buddy box, which is even more meritorious.

Chris Rowe is improving his skill level using his scale Pottier after not flying for about eighteen years. We set up our Spektrum DX7s for buddy box use which was somewhat more complicated in comparison to the simplicity of the JR Quattro.

A few members have expressed interest in achieving gold wings standard. This is certainly a good idea and aiming to achieve this standard gives the incentive to learn and practice more advanced flying skills in an ordered and disciplined way.

Danny Port has offered to hold classes for members who may be interested in aerobatics with a view to possibly holding some basic novice aerobatic contests in the future.

Peter Ralph.



Protective fencing has been erected in front of the pilot area. The work has largely been done by members of the committee with assistance of other volunteers (yes there are still a few around). I believe Peter Hubbard and Peter Ederle were the main participants.



"TOMBOY" RC DURATION EVENT

Where: HMAC – Kelly Field - Richmond

When: Sunday 5th July 2009

(Or the following week if weather unsuitable)

Time: 1.00 pm

All affiliated club members welcome

The competition is for small vintage type models such as the Vic Smeed designed "Tomboy" or the Phil Smith designed "Veron Cardinal" or similar models of the era which will be run as a one or two channel RC Duration event. The event will be very similar to the competition devised by David Boddington in the UK for the one design Vic Smeed "Tomboy" - known as Tomboy 3 competitions. Modellers familiar with the excellent Raynes Park (UK) newsletter "Sticks & Tissue" will know how popular these competitions have become. Also very popular at SAM Australia Events

BASIC RULES

- ***1 / 2 Channel R/C rudder only or rudder / elevator***
- ***The Competition is for the maximum duration of a timed RC model with limited capacity fuel tank.***
- ***A Tomboy, Cardinal or similar model of the era, around 36" wingspan powered by a motor up to 1.00 cc capacity. Fuel capacity limited to standard Mills tank capacity of 3cc (special 3cc tanks required for other motors)***
- ***Typical motors say Mills .75, MP Jet 0.6, Frog 80, PAW 0.5.***

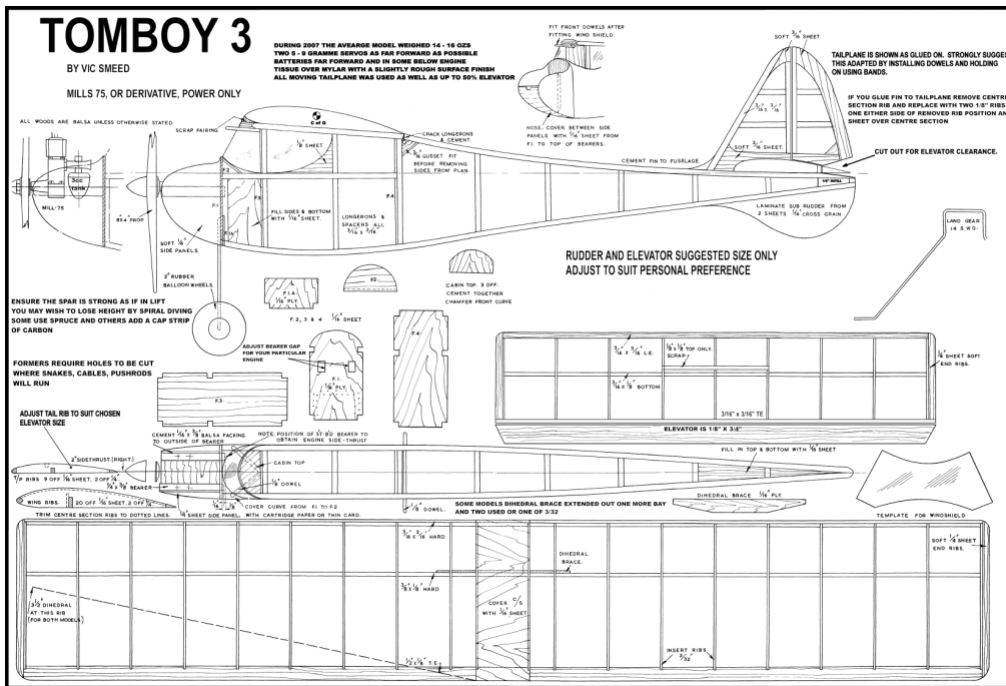
- **Competition shall consist of a number of flights (to be determined on the day) with single best duration time the winner!**

Competitors start engines, top up with fuel and all launch models together with flights timed for duration of flight. Engine runs are approx 2 to 3 minutes with total flights dependent on pilot skill (perhaps a little luck!)

- **Hand launching by the competitor or an assistant**

Tomboy, Cardinal and similar plans available - See Tony Gray or Will Deal

More Information Refer Mike Hawkins or Tony Gray



Hobart Model Aero Club Inc.

9.

I hereby nominate.....for the position of.....for 2009/2010

Signed.....Seconded by.....

Signed.....Date.....

I agree to accept nomination for the abovementioned position.....Date.....

To be returned to the Secretary by 11th June 2009.

Hobart Model Aero Club Inc.

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Now, this is a superb example of true model making.

For sale.

Futaba Skysport 4, dry battery system , TX,RX, 36.470 xtals, 4 servo's plus an electric speed controller with reverse (boat). All in original box and never used. \$125 the lot.



Peter Ederle's B25 Mitchell bomber.

Presidents Report

As you will be aware it is the end of our financial year, the Annual General Meeting is imminent and the clubs financial statements are to be audited. In the past our audit has been undertaken by Erwin Boot at no cost to us, to whom HMAC is most indebted, and on behalf of the club I would like to thank Erwin for this service that he has tirelessly provided over the years. Unfortunately Erwin is not able to do the audit for us this year so we are in need of an auditor. Before committee commences to engage the services of a professional auditing facility, bearing in mind that this is going to cost HMAC a professional fee, I would ask if there is a member who is suitably qualified and willing to undertake this task, or alternatively does any member have family members or friends who would be able to do the audit for a nominal fee? If anyone can help with this request please contact me.

Small diesel powered free flight models are becoming quite popular and are being quite successfully flown from the control line circle; however they still need ideal weather conditions to avoid a long walk. To take this branch of Aeromodelling one stage further I fitted a single channel radio on 'rudder only' to a .8cc powered Simplex with very good results using the radio only to correct direction of the model and then finally for landing back on the circle. Albeit for one occasion when the sun got in my eyes, the model was quite controllable, kept in close proximity of the control line circle and not interfering with other models being flown in the normal circuit. If the clubs safety requirements are observed, a frequency key is put on the board and the transmitter returned to the trolley after use, then I see no reason why this approach should not be adopted in the future for those who wish to pursue this branch of the hobby.

Finally a gentle reminder, fees are to be paid by 30th of June and as there is no period of 'grace' unfinancial members are not insured and therefore not permitted to fly.

Happy landings, Mike Hawkins.



Something not seen very often—Tony Bannister at work.

As I have recently attained my bronze wings, I wish to offer my thanks to all those members who have assisted me in the two and a half years it has taken. Unfortunately I was unable to get to the field as often as I would liked owing to work commitments, but the journey, although arduous at times, is now complete. I now have the task to better myself in the art of flying.

To all members of the club, but especially Peter Ralph, Geoff Leverton, Peter Ederle, Nils Powell and Jack Tonks, please accept my thanks. Ours is a club where the advice flows freely, the atmosphere is friendly and there is always someone pleased to offer advice.

Sincerely Roy Baker



Chris Rowe's delightful little Pottier on landing approach.