

Torque Back



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Editor: Garth Wilmot PO Box 971 Rosny Park 7018

Email: garthwilmot@internode.on.net

Inside this issue:

Around the hangar.	2
From the C.F.I.	2
Tom Boy event.	3&4
From the Treasurer	5
Office bearers	5
MAAA newsletter	7,8, & 9
Danny's farewell	9& 10



Many members will be aware that my little mate Ziggy was terminally ill with cancer. He has been a regular visitor at the field and I am sure that he will be missed.

The lunch boxes will now be safe!

RIP 14/08/2009.

From the Editor.

The President advises that, due to pressure of work, he is unable to find the time to make his usual contribution to the newsletter. He apologises and advises that he will oblige in time for the next newsletter.

This has resulted in a last minute panic to re-arrange space allocation and I hope that the result is not too disjointed. I have received several emails from members in regard to the article I forwarded regarding the Avro Vulcan restoration and I will publish some where I have space. We can thank John Tonks for supplying the article.

In years gone by, in fact for more years than I care to remember, I have generally had to practically compile and write this newsletter with very little assistance. For various reasons I have not been at the field as often as I would have liked and now miss a lot of the incidents and humour.

I would appreciate it greatly if members could supply me with the snippets of information and/or write a column for publication in the newsletter.

The function of the editor is to compile and vet the items— not write the flaming lot. Over to you!!!

The TMAA secretary has advised that Peter Ederle has been appointed as a Heavy Model inspector and that Ray Maunder has been appointed to the MAAA Education Subcommittee. Congratulations to both members.

The following new members have joined recently. We would like to welcome Greg England, Matthew Faulkner, Joshua Faulkner, & Trent Shearing.

We don't seem to have lost many members from last year and still have a couple of members still intending to renew. There has usually been a much larger percentage drop-off in past years.

There have been some survey pegs driven into the ground around the car park area with a view to obtaining levels in respect of the drainage problem. Members should take care to avoid these pegs and make sure they don't trip over or damage them.

Roy Baker was unfortunate enough to lose his magnificent Spitfire recently due to a switch or battery failure.

Danny Coles has been having a ball with the Greg Robertson designed and built Ace 1. It is a magnificent little pattern model and Danny is finding it to his liking.

Peter Ederle is having some teething problems with his CMPRO Mosquito. The pair of Saito 56s seem to be going through the fuel at an alarming rate and this is quite unusual for four stroke engines.

It is pleasing to see that relative newcomer Greg Hall is scratch building models rather than relying on ARFs. He seems to be making a pretty good job of his models.

Our Chief Flying Instructor is doing a terri-

fic job in training our newcomers. His patience and common sense ensures that the tyros don't very often damage models.

From the Chief Flying Instructor

Life is very quiet on the training scene. Club trainers are seldom used . Peter Drew is progressing well using his Boomerang .60 with An OS .46. Greg Hall has recently earned his Gold Wings. Nils Powell tested him and commented that Greg flew very well. Nils also started testing Martin Richardson a few days later but the weather became extremely windy, and it was decided to postpone further testing until the weather became more suitable. Ten days laterwe are still waiting.

A prospective member turned up on the same windy day. He was given about half an hours tuition on the club simulator. Being so windy to the point of risking serious damage to models, it was decided that it was not worth getting the club trainer out, A JR transmitter was buddy boxed to a Spektrum transmitter. The prospective member had his first attempt at flying a model with a Wild Wing. Surprisingly, the pupil coped very well despite the windy conditions. Obviously the model was flown with the throttle stick well back, but the session went well with very few tricky moments. It is generally accepted that the Wings cope with windy conditions well, but it was a surprise that one was able to be handled by a novice.

Doug Keating's son Max has expressed an interest in qualifying for his Gold Wings. With school holidays in a few weeks, and hopefully an improvement in the weather, he may be able join Greg, and presumably Martin with Gold Wings.



Geoff Leverton - Mike Hawkins – Scott Webberley – Tony Gray

Sunday 12 July did not look much better weather wise than the previous week when the inaugural “Tomboy” duration Fun Fly event was cancelled due to bad weather. It looked grim at midday as most people started to pack up as the wind came up and it started raining. We decided to have lunch (many thanks Colleen) and have a chat.

However on the designated start time of 1.00pm the weather eased and test flying started. By this time we only had four competitors and a couple of onlookers at the field.

The official Timekeeper was Will Deal who also took the photos.

The .5 & .75 cc diesel engines were fired up, 3cc fuel tanks topped up and away they flew! Mike & Geoff had rudder only with Scott & Tony rudder & elevator. Three successful flights were held – Scott found the low wing model not very responsive to the rudder, however by the third round he had it trimmed OK. All models flew very well with no damage sustained to the lightweight models. Gavin Hallam & Jack Tonks have Tomboys under construction so we look forward to the next event. Jack brought along his MP Jet 0.6 mounted on a block of wood. It fired up and ran OK after a little coaxing.

Results Tomboy RC Duration - Sunday 12 July 2009 - Best Time to Count

Tony Gray	Cardinal	MP Jet .6cc	5min 13secs
Geoff Leverton	Tomboy	Boddo Mills .75cc	4min 20sec
Mike Hawkins	40” Simplex	PAW .5cc	2min 36secs
Scott Webberley	Twinkle	Boddo Mills .75cc	2min 15secs

Although the weather wasn’t the best we got the event under way with participants and onlookers having a very enjoyable afternoon. We look forward to the next event – come along and join the fun!



Tony's Cardinal - 2 Channel Radio with MP Jet 0.6cc



Scott's David Boddington Design Twinkle - 2 Channel Radio with Boddo Mills 0.75

The next Tomboy RC Duration Event

Place HMAC Kelly Field

Date 23 August 2009

Time 11.30 am Start with 3 rounds after Lunch

Note! Members requiring a model plan Contact Tony Gray, Mike Hawkins or Will Deal

Hopefully we can arrange more events in the future - such as:

Stand-Off Scale— Old Timer— Electric Day— Wild Wing Pylon Races (also at Tony Gray's Mangalore) - Control Line— Tomboy Duration

If you have any ideas for competitions please let a Committee member know.

Office bearers and committee members for 2009/2010

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@hotmail.com

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:

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

Tony Gray, 114 Grove Road, Glenorchy, 7010 mostpart@tpg.com.au

Greg Hall, 23 Waverly Street, Bellerive, 7018 62442985 gdh240@hotmail.com

HMAC fees for 2009/2010 are 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>

Members are reminded that only financial members may fly models at Kelly Field from 1st July 2009.

From the treasurer:

I would like to express to all members who made my job of collecting subscriptions easier this year. As at 5th August the membership stands at 75, which is only 5 down from the end of the last membership year.

The following 2008/2009 members have not renewed or indicated their intentions,

Bryce Atkinson, Doug Barton,

Gosta Blichfeldt, Keith Drew

Chris Lawson, Scott Rappl.

If any member has a contact with these unfinancial members can they give them a gentle reminder.

Letters to the editor.

In the May edition of Torque Back, I was interested to read Roy Bakers heartfelt words of thanks to the many members of our⁶. Club who, during the past two and a half years, had assisted and supported him in his efforts to gain his Bronze Wings. Having recently gained my own "licence to fly" it is, thankfully, now my turn to express very similar sentiments.

I, like Roy, feel greatly indebted to so many of our accomplished Club members for the manner in which they have supported and encouraged me during what has certainly proved to be the most challenging period in a modelling career spanning more than 60 years. Yes Garth, you were right in suggesting that I would not find it as easy as I might imagine, to regain the rudimentary flying skills that I might have acquired some 30 years ago. It certainly wasn't easy; in fact it was unbelievably frustrating and difficult! Thank heavens for the skill, dedication and perseverance of Peter Ralph in coping so calmly with this aged trainee over the last twelve months or so.

To Roy I say take heart; it only took you two and a half years. For me it is now almost 30 years since I purchased my original Micro Space Commander radio, high wing Trotter trainer plan and OS .15 from Garth, with every intention of learning to fly the model that quickly eventuated and subsequently joining the Club. I did in fact teach myself to fly at the time but, with the wisdom of hindsight, certainly not properly or in a controlled environment.

And so guys, why does this aged modeller have such a peculiar attachment to relatively small OS.15 powered models. Well apart from the fact they are, after all "proper engines" and they don't cost a fortune to run, it seemed to me that after waiting patiently in my attic for more than 25 years, my lovely little scale Pottier P70S, powered by my original OS .15, really did deserve to be flown properly. With a lot more piloting practice, I am now confident that it will!

My sincere thanks again to all who have helped to make it happen! Chris Rowe.

Thanks for this Vulcan story - much appreciated. I have been keeping an eye on this particular story. I have a bit of an emotional link to this aircraft. I was brought up on an island (South Uist) off the west coast of Scotland, where I lived as a child from the age of 6 months until I was 11 years - from 1958 to 1969.

During my childhood on the island, due to its relative remoteness, the RAF conducted many low-level sorties using a variety of aircraft. These included Jaguars, Buccaneers, Hunters, Tornados, the Shackleton (a marine variant of the Lancaster Bomber) and of course the Vulcan. It was truly wonderful experience to watch this monster battling along trailing brown smoke and lots of wonderful noise.

One day, when I was out riding my bike, and the wind was blowing, I was scared out of my wits by a Vulcan flying at low level over my head from behind - never saw or heard it coming. I almost fell off my bike but loved the experience!

On another day a Shackleton conducted a very low flypast our home - bloody wonderful!

My home was also not very far away from a rocket range - so, we had fun as kids watching tests of rockets from the Lance, through to the Rapier missile (deployed in the Falkands war) . There were stories of many tests gone wrong, including a rocket that nearly hit a local primary school.

Thought I would share this with you. Angus MacNeil. (continued page 9.)

New s l e t t e r

N O . 0 3 / 2 0 0 9

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

Comp. Rules Ross Cant, PO Box 670 Mount Lawley WA 6929

Secretary: Telephone: 08 9227 9131

MAAA Internet: www.maaa.asn.au

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:

Statement of Rules

MAAA MOP 058 2.4GHz Equipment

MAAA MOP 062 Noise Policy and Guidelines

The MAAA 2009 Conference

The 2009 MAAA Rules and Federal Conferences were held in Perth on the weekend of the 22 – 23 May. Delegates from all State Associations attended the meeting. Many areas of our sport were discussed and particular points are highlighted here.

Elections

In 2009 the positions of MAAA President and Competition Rules Secretary were scheduled for election. Mr Mike Close was re-elected as MAAA President and Mr Ross Cant as Competition Rules Secretary for a further three year term. Congratulations to both gentlemen.

2009 - 2010 MAAA Membership Fees

Willis Australia once again provided a favourable insurance quote for the 2009/10 period with only a small increase in premium. There were some increases in budgeted spending, however when establishing the MAAA fees for the coming year, the outcome was that they would remain the same.

MAAA fees are as follows: Seniors - \$60.00, Pensioners - \$60.00 and Juniors - \$30.00. State Association and Club fees are in addition to the MAAA fee. Half year fees will apply after 1 January 2010 for new members. As has been the practice in the past, MAAA will 'test' the insurance market every three years and therefore will invite quotes from other brokers for the 2010/11 period. **(continued page 8.)**

Field Purchase and Loans & Increased Assistance for International Teams

8.

The MAAA Executive proposed a standing item to Council which would mean that funds contained within several MAAA MOP documents, which are allocated to Affiliate Members, Clubs and State Associations could be reviewed on a yearly basis. The first is MOP011: Field Purchase and Loans. Council agreed to double all amounts in this MOP. The second is MOP024: International Teams where the Entry Fee Subsidy was increased to \$1000 and the Uniform allowance raised to \$500. These documents will be amended and posted on the MAAA web site.

MAAA Life Member & Hall of Fame

Following voting at the 2009 Council Conference, the Chairman announced that Ron and Irene de Chastel were awarded Joint MAAA Life Membership for Pioneering Model Aviation in Australia. MAAA congratulates Ron and Irene on this award.

Hugh Simons and Grant Potter were inducted into the MAAA Hall of Fame for their outstanding performance at the 2008 F2 World Championships where they became the World Champions (F2C) and established a new World record. MAAA extends their congratulations to both these outstanding modellers.

Separation Distance – Pilot & Aircraft

Following an incident some years ago, a Field Safety Subcommittee was set up in 2007 to review several specific aspects of model operations. The final report was tabled at the recent Conference and the Subcommittee commended for their work. While there were many suggestions made in the report, it was agreed that the Executive would look at the recommendations in light of 'best practice' and consider the best way of incorporating them into the MAAA Procedures.

Two items were dealt with by Council at the time.

3D Aircraft

The motion was carried that:

- ? **Aircraft flying 3D manoeuvres outdoors, excluding electric models with a wing span of one (1) metre or less, are not to be flown any closer than 9 metres to all pilots operating at the time.**

Helicopter Flying

The motion was carried that:

- ? **Helicopters flying outdoors are not to be flown any closer than 9 metres to all pilots operating at the time.**

63rd MAAA Nationals

At the 2009 Conference VMAA presented the details of their organisation to date for the Nationals to be held in and around Albury from December 28 2009 to Wednesday 6 January 2010. These Nationals will host Team Trials for several upcoming World Championship events so the flying promises to be exciting for competitors and spectators alike. A program of events is available on the VMAA website.

Future Nationals

In 2006 a Subcommittee was set up to investigate the future direction of the MAAA Nationals. Following long and intense discussion at each Council Conference since, various options have been presented requiring additional research. At the 2009 Conference final options were presented and the following motion was carried:

The Nationals shall rotate around 4 States. Three years before the Nationals are due to be run, the prospective host State shall present a full proposal to Council on how they intend to run the Nationals. The format that they wish to run it on can be at their discretion and involve SIGs, alternate dates and venues. Council will ratify or reject the proposals.

The order of rotation for hosting future Nationals is: VMAA (63rd), MAAQ (64th), AWA (65th), NSW (66th).

(continued page 9.)

The Nationals Subcommittee was disbanded at the 2009 Conference with expressions of gratitude to the Chairman and all members of the Subcommittee for their work over the three years.

Safety Issues: Starting Models on Stands and Electric Models

A recent Incident Report dealt with by the MAAA Executive highlighted certain dangers involved in starting models on a stand. While the stand had a restraint which held the tail of the model, the modeller didn't realise that his model was not completely engaged with the restraint which meant that the model was able to move forward several centimetres on starting, making contact with the operator's fingers. Starting models on stands, while a definite bonus for senior members, also brings with it other elements of danger to be aware of. After the model is started, the operator often bends down to place a starter unit or Glow Driver on a bench underneath and in doing so they bring their neck, face and eyes through the line of the spinning propeller.

Incident reports are still being received where injuries have been caused by the inadvertent energising of electric models. Is it getting to the point that these types of models need restraints? There is a trend both here and overseas towards a disproportionate increase in injuries from electric powered models.

2010 F5B & F5D Electric World Championships

Team selection trials for the 2010 F5B & F5D Electric World Championships in the USA are scheduled to be held at the VMAA 63rd Nationals at Albury. Dates of the event are Sunday 3 and Monday 4 January 2010. Pilots wishing to fly F5D at the World Championships should contact the Organiser before September 1. For further details contact Ray Pike stingray_f5b@westnet.com.au

2010 F2 World Championships Team Trials

Still to be held: F2A and F2C, 3-5 October at Albury.

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

2010 F4C Scale World Championships

Team selection trials for the 2010 F4C Scale World Championships in Poland are scheduled to be held at the VMAA 63rd Nationals at Albury. Dates of the event are Thursday 31 December 2009 and Friday 1 January 2010. Entry nomination will close on 30 November 2009, and a non-refundable entry fee of \$150.00 which will be applied to team expenses will be required in addition to the Nationals entry fee. Entries, together with deposits, should be sent to the VFSAA secretary, Keith Schneider at 15 Darvall Street, Donvale, Vic, 3111.

2010 F1A, B, C & D Trans Tasman Team Trials

Notification has been received that an additional event will be held at Dalby QLD on 22/23 August 2009, replacing a previous event washed out in May.

World / Continental Championships and Trans Tasman Events Calendar.

Interested parties may obtain this information from the editor if required.

(continued from page 6.)

Fantastic! Thanks Garth,

A very interesting aircraft. I have a strong recollection of a Vulcan flying over Hobart in formation with one of the other V Bombers around 1956 - 1958 I've had discussions with others but I can't get a verification - Do you have any recollection of the Vulcan over Tassie?

William Deal.

On Sunday 2nd August a luncheon was organized and supplied by Adrian and Kerry Port to farewell their son, Danny, who was leaving to study aeronautical engineering in the U.S.A. Colleen Tonks and Karen Jeffrey provided able assistance and there was a good roll up of members.

Good flying conditions were experienced until about 11.00 a.m. when the wind picked up considerably. General flying ceased around lunch time and there weren't too many latecomers for a free feed.

After lunch it was decided to hold a couple of rounds of Wild Wing pylon racing regardless of the trying conditions. There was only one mid-air which is somewhat unusual for this event. All competitors seemed to enjoy themselves which is usual for this type of racing.



Pictured left to right: Geoff Leverton (Danny's Grandfather), Kerry Port, Danny, Colleen Tonks and Adrian Port.