

Torque Back



Volume 10 Issue 1

December/January 2010

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President's report.

Christmas greetings to all,

First I must apologise for the absence of my report from the last few newsletters; unfortunately the demands of my 'day job' became somewhat excessive resulting in me developing some stress-related health problems. Thankfully I am now on the mend and firing on nearly all cylinders, so to speak.

Over the last 13 or so years Ken Jones has undertaken the position of groundsman and looked after the upkeep and mowing of the airstrip and associated grounds and recently to service and repair the Toro mower, which in itself has been quite an undertaking. Ken has decided that he wishes to retire from this commitment to concentrate on flying and other personal projects that are in urgent need of doing. On behalf of HMAC members I would like to express a very big thank you to Ken for his dedication and attention to detail over the years.

As the upkeep of the Toro mower was turning out to be almost a full-time job and spare parts are now becoming expensive, committee made the decision to advertise and sell the Toro for whatever we could get for it, and buy a new semi-industrial ride on rotary mower. This would make mowing easier, and by virtue of being a new machine, reliable and not requiring excessive maintenance. This has been done and we are now the proud owners of a new mower. We do not envisage having any one person in charge of the airstrip and grounds but to share the work between volunteering members.

It was noticed that some visitors to the field were driving somewhat too fast for safety between the entrance gate and the parking area, as a result we have erected an advisory speed limit sign of 30kph at the entry to the field, and hopefully this will slow those drivers tempted to use the entry road as a drag strip.

I take this opportunity to wish all members and family a very happy Xmas and a New Year of perfect flying weather. **Mike Hawkins.**



We are on the net. www.hobartmodelaeroclub.org

Junior member Joe Hedges has made great progress with his flying of late. I watched him flying his Seagull Texan with a good deal of panache and in the Peter Ederle style. Those gold wings can't be very far away! Rumour has it that he has a Cap234 in his Christmas stocking.

Roy Baker has a new P40 to replace his ill-fated Spitfire. The first flight went well, however the second was not as successful as a belly landing had to be effected when the retracts wouldn't come down. Subsequent investigation revealed that the servo mounting for the air operated retracts had come loose. In addition to the P40, Roy has a nice new Piper Cub in his hangar.

Your aging scribe had yet another senior's moment recently. A Spacewalker that had not been flown for some time was selected to take to the field. Firstly the transmitter had been left on resulting in a flat battery. After fitting a battery from a spare transmitter, the model was prepared for flight. There was no response from the flight surfaces, which was quite puzzling until it was discovered that there was no receiver on board. I had obviously pinched it for another model and clean forgot. Just as well that I always take at least two models to the field.

Fortunately I am not the only one to suffer from this type of problem. Steve Hedges recently had to make a rushed trip home to collect a wing for his model, and Ian Searle left the wingtips from his Eagle at home. Danny Coles is another who has made great

strides in his flying prowess. The Greg Robertson designed and built Ace 1 has served him well and enabled him to approach Gold Wings status.

Although he is not flying yet, William Deal is a solid supporter of the Tomboy events, with publicity and the supply of plans.

Bill Jennings makes the long journey from Cygnet on a regular basis and is hoping to move closer to the field in the near future.

I paid a visit to Peter Ederle recently and I don't think I have ever seen a tidier workshop. It made me somewhat ashamed of my mess. Every thing was in it's place and the workshop was spotless.

Because all the area behind the pit area is classed as public space it is unsafe to run engines other than in the pits. Peter Hubbard has hastily constructed a table for this purpose in the pit area. It is a bit rustic so perhaps some keen member will give it a coat of paint before it gets oil soaked.

Our website needs upgrading and the committee is looking for some computer savvy volunteer to undertake the job. I hope they don't get trampled in the rush!

It was pleasing to see some old faces at the Christmas luncheon. Long time former member Anton Benada (aka "The Ancient Aviator") made his usual annual visit and Chris Rowe brought Ken de Bomford along. Ken is a master modeller and his achievements would provide copy for many newsletters.

(cont. page 3)

(Around the hangar cont. From page 2)

Perhaps Chris Rowe could write a series of articles on Ken's achievements. Those of you who have admired my A class model yacht will have seen an example of his craftsmanship and his nearly completed model of the Carnegie is a feature at the Wooden Boat Festival.



87 year old Ken de Bomford with his vintage rubber powered flying boat



Coming events 2010.

March 6th—State electric fly-in.

March 7th—all models

March 8th—State electric fly-in & Tom-boy event. Wild Wing pylon.

Christmas Luncheon.

3.

The Christmas luncheon was held in the clubroom at Kelly Field on Sunday 6th December and about 35 members and guests attended.

Greg and Alice Robertson and Terry Pearson represented LMAC and Ken de Bomford and Anton Benada also enjoyed the festivities.

Colleen Tonks and Jan Wilmot put on the usual magnificent spread with assistance from most of the ladies present.

The attendance was down from the 50 or so from last year, however there was a scale fly-in scheduled at Panzhangar on the same day. Actually the smaller number prevented over crowding.

The buy & sell day was conducted in the morning and quite a bit of gear changed hands with many buyers more than satisfied with their bargains.

It was noted that quite a few 36 meg receivers were snapped up at very good prices.

Peter Hubbard got a real bargain.



New s l e t t e r

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N O . 0 5 / 2 0 0 9

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Telephone: 02 9872 6469 Fax: 02 9871 0408

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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 amended documents in the Manual of Procedures:

MAAA MOP 008 *Close Fields Procedure – Amended following recent changes to MOP058 2.4GHz Policy.*

MAAA MOP 028 *Disciplining of Affiliate Members – This MOP forms part of the soon to be released Member Protection Policy suite of documents and required some minor upgrading. The Member Protection Policy is to replace the MAAA Code of Ethics MOP041 and is enhanced with provisions including antidiscrimination, as required by the Australian Sports Commission to comply with Australian legislation.*

MAAA MOP 055 *Alcohol, Drugs & Medical Condition Policy – Amended in part as per MOP028 but with additional information regarding therapeutic use of drugs in FAI competitions and the cost of providing testing facilities.*

MAAA MOP 056 *Safe Flying Code – An addition in the General section regarding flying near power lines.*

MAAA MOP 058 *2.4GHz Equipment – The addition in Appendix A of the MAAA acceptance of Multiplex M-Link equipment.*

Flying Near Powerlines

Members are advised that MOP056 Safe Flying Code was recently amended to include all models flying near powerlines. During investigations with State and Territory Power Authorities into specific distances for the operations of models it became clear that these distances ranged from 100 metres to not having any policy or distance; hence the wording now in MOP056. One consistent theme did however arise from the investigation. Personnel from the Power Authorities were unanimous in the requirement that if a model should strike a power line or insulator it be reported. If damage has occurred, reporting the matter will save them a lot of time and expense should they receive warnings of power problems around the same time. It also goes without saying that if a model is caught in power lines that it be reported immediately and arrangements will be made for the correct people to retrieve the model.

MAAA Rules Book - 2009 Version

The amended Helicopter Rules as requested by the 2009 Rules Conference have now been added to the MAAA Rules Book on the MAAA web site. www.maaa.asn.au

CIAM Subcommittee Positions

5.

Congratulations to the MAAA President, Mike Close, who has been accepted onto the CIAM Education Subcommittee selection panel. This panel comprises of seven persons from member countries and is responsible for evaluating applications for the CIAM Aeromodelling Scholarship. This annual educational scholarship of €2000.00 is available to all Juniors. Only one person a year from each country may be nominated by that country's NAC. For application forms and further information, contact the MAAA Secretary.

Congratulations to Joan McIntyre who has been accepted as a member of the CIAM F2 Working Subcommittee. Joan's tireless work in National and World F2 events is renowned, and being appointed to this position is an indication of the appreciation and esteem in which Joan is held within the World F2 community.

Secretary Election 2010

As required by MAAA Rules, MAAA Affiliated Members are advised that expressions of interest may be submitted for the position of MAAA Secretary for the three year period from June 2010. Registrations of interest should be received by 30 January 2010. An information pack and application form will be forwarded following this date.

The Secretary position (contractual three year term) is full time, with a negotiable salary of between \$50,000 and \$60,000 p.a. (which is subject to an annual review) plus superannuation and work cover. Expressions of interest should be sent to the MAAA Secretary.

From Incident Reports

One of the benefits from receiving Incident reports is our ability to use the data received to increase awareness of problems that may arise. From September 2009, the monthly MAAA Executive meeting minutes (available from your State Secretary) will include a 'rolling yearly' table of incidents and close out actions. It is considered that this will make incidents more 'visible' to members.

One incident recently dealt with by the MAAA Executive is that of a low flying model. The model struck the ground shearing off the control horns from the ailerons and elevator and bounced back in the air in a different direction under power. It continued to fly over the top of onlookers and a car park before the pilot, with limited rudder control to steer the model clear of people and vehicles, was able to shut off the engine prior to the inevitable crash. MAAA is in no way against low flying models, however both organisers of events and individuals need to assess all the risks involved at the time of such flying and should consider how low is 'too low' under the circumstances existing at the time, including the number and nearness of anyone else, coupled with the size, speed and agility of the model. Failure can happen at any time no matter how good the pilot's abilities are.

63rd MAAA Nationals Hosted by VMAA

The 63rd Nationals are to be held in and around Albury from December 28 2009 to Wednesday 6 January 2010. Details and the program of events are available on the MAAA web site at www.maaa.asn.au as well as the VMAA web site www.vmaa.com.au. These Nationals will host Team Trials for several upcoming World Championship events so the flying promises to be exciting for competitors and spectators alike.

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. For further details contact Ray Pike stingray_f5b@westnet.com.au

2010 F2 World Championships Team Trials

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 for those wishing to be considered for Australian

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The MAAA Council and Executive wish all our members and friends a very Happy Christmas and safe New Year.

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 amended and new documents in the Manual of Procedures:

MAAA MOP 027 Guideline for the Award of MAAA Wings – Amendments made to clarify the meaning of 'State Senior Flying Instructor' and to delete the words from the form which is where the principal misunderstanding had occurred.

MAAA MOP 041 The Member Protection Policy – This Policy replaces the MAAA Code of Ethics MOP041 and is enhanced with provisions including antidiscrimination, as required by the Australian Sports Commission to comply with Australian legislation.

(See item Play by the Rules)

MAAA MOP 058 2.4GHz Equipment – Amended to eliminate any potential for confusion between what is required for 2.4GHz transmitting devices by Australian legislation and what is required under MOP058 by the MAAA.

Play by the Rules – Introducing the MAAA Member Protection Policy

Member Protection is a term used by the Australian sports industry to describe the practices and procedures that protect an organisation's members – including individual members, instructors and officials, and member organisations such as clubs, state associations, other affiliated associations and the national body. Member Protection involves:

- ? protecting members from harassment, abuse, discrimination and other forms of inappropriate behaviour
- ? adopting appropriate measures to ensure the right people are involved in an organisation, particularly in relation to those involved with juniors
- ? providing education and training
- ? promoting and demonstrating positive behaviour.

There were two main reasons for this policy. Firstly, there was the MAAA's duty to expand its Code of Ethics to include policies and procedures required by Australian legislation in the above bullet pointed areas. Secondly, with its Member Protection Policy now in place, the MAAA meets all required criteria to gain formal recognition through the Australian Sports Commission as a Na-

tional Sporting Organisation. This recognition will assist members of the organisation when making applications for assistance from State/Territory Departments of Sport and Recreation and other purposes to benefit aeromodelling. The ASC also currently provides funding to 60 recognised NSOs.

The MAAA Member Protection Policy was written with reference to the ASC guidelines and templates and the final document, MOP041, has been officially approved by the ASC, with the following commendation: *"Congratulations on providing the range of clear policies on various administrative, safety, membership and other aspects of your sport. Your sport provides one of the best examples of how all these policies relate and also in terms of easy access to the policies"*.

Associations and Clubs are now urged to familiarise themselves with this important MAAA document. Where State legislation applies, such as 'Working with Children' requirements, links to this information have been supplied. It is assumed that Associations and Clubs will align their State and Local Member Protection documents with MOP041. 'Piggy backing' a club policy which takes local needs into consideration onto MOP041 (especially in areas where Junior members are involved) is recommended. At the very least, Clubs should ensure that ALL their members and parents of Juniors are fully aware of the Club's policy regarding the protection of Juniors. To assist committees with the writing of a Club MPP, the ASC provides a basic, easy to use template.

This can be found at [www.ausport.gov.au/_data/assets/word_doc/0012/311214/](http://www.ausport.gov.au/_data/assets/word_doc/0012/311214/Club_Member_Protection_Policy_July_2009.doc)

Club_Member_Protection_Policy_July_2009.doc

For any member who wishes to learn more about Commonwealth laws and requirements regarding Member Protection, a basic online course 'Play by the Rules', which is free and takes about 2 hours to complete, is available through ASC at: <http://playbytherules.moodlesites.com/user/view.php?id=7602&course=2>

Concessional Membership

From 1 January 2010, 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 2008-2009 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 2008.

Visitors from Overseas

All visitors from overseas associated with officially recognised FAI bodies, who are in Australia temporarily and wish to fly models, need to make an application for Honorary Membership during their stay. Members of MAAA are encouraged to read the requirements regarding Visitors from Overseas in MOP042 if making an invitation.

2010 Council Conference

The 2010 MAAA Council Conference will be held on Saturday & Sunday, 22 - 23 May 2010 at The Lakes Resort Hotel, West Lakes, South Australia. The Council Conference will commence at 9:00am Saturday. Submissions of Agenda Items and Reports should be sent to the Federal Secretary and must arrive by **Friday 5 March 2010**. Naturally, submissions will be welcomed earlier than this date.

Agenda Items

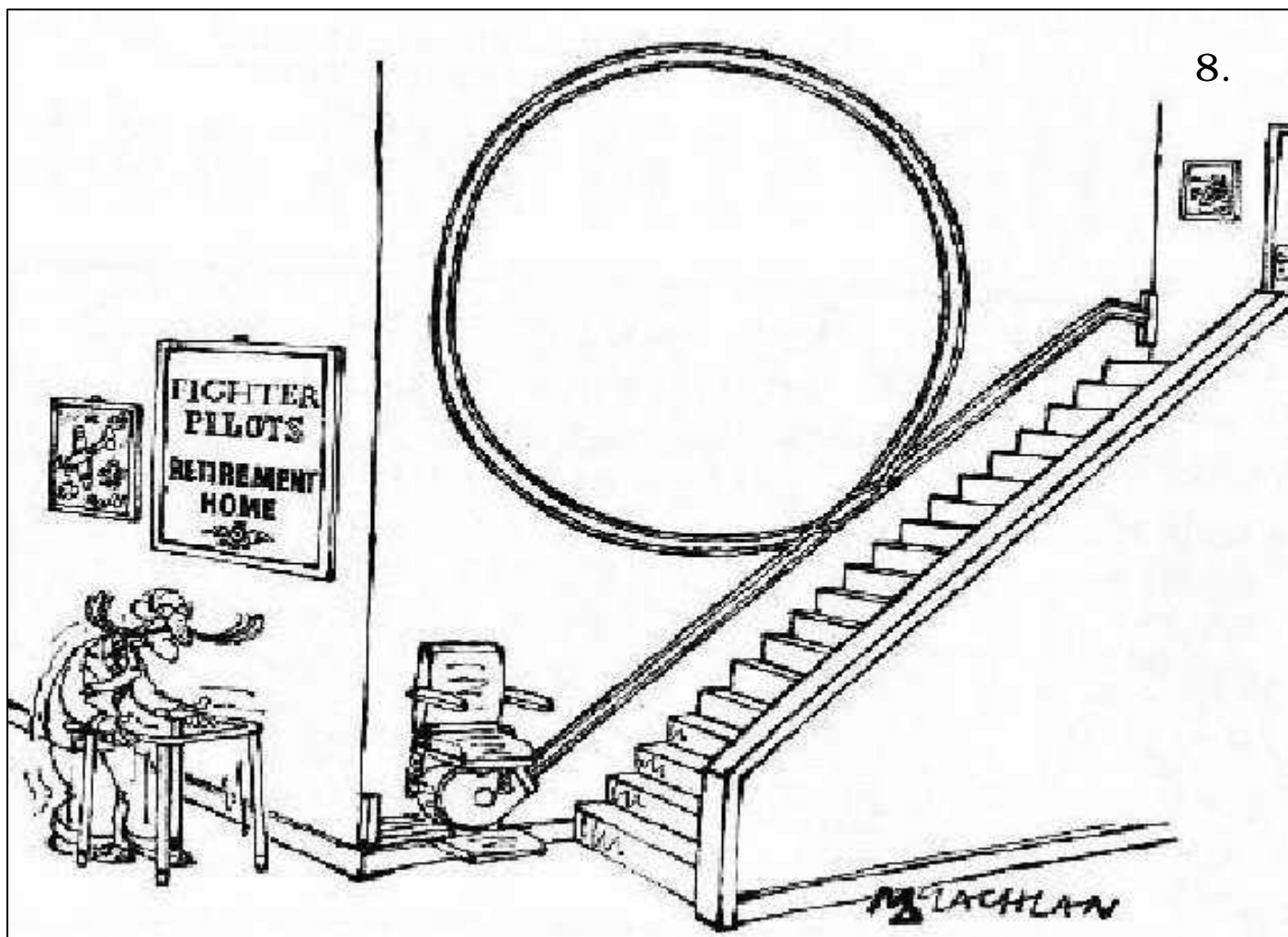
Affiliate members who wish to submit items for the Council Conference should forward these to their State Association for approval well before the due date for submission. Please contact the State Association for information on how to format the item.

Club Fuel. *Erwin has advised that club fuel is still available and supplies have been moved to his business premises on the corner of Campbell & Patrick Streets (Automatic Music Co). Normal mixes in stock are: 0% nitro, 18% oil, 3 litres \$20—5% nitro, 18% oil, 3 litres \$27—10% nitro, 18% oil, 5 litres \$50.*

Other mixes can be arranged Phone 0418 127514 or 62342011—email: flamrecs@bigpond.net.au

Control Line Day - 15 November 2009

*We finally had a day that was half decent enough to fly some control line. Mike Hawkins, Peter Allen, Tony Gray & David Christian all turned up with models. Mike's new sleek Aeromodeller design Mirabilis with Taipan Tyro looked and flew great, even if it drew some of Mike's blood whilst starting. Peter had a new version of the timeless Aldridge Peacemaker. Powered with a very nice Enya 15D (1960), the Peacemaker showed why this model designed in the mid 1950's is still so popular today. It is on record that George Aldridge received an Oliver Tiger 2.5 Diesel as full payment for the design from Aeromodeller magazine. Bet he wished he could have renegotiated that deal. David Christian flew an own design vintage stunter with PAW 2.5cc. After receiving some stirring about how long the PAW would take to start, David fired up the engine after just two flicks! Tony Gray had an OS15 stunt model and a smaller **(continued page 12.)***



The new table in the pit area to enable motors to be run up in a relatively safe area. A coat of paint would make it look less like a dunny door!

***Peter Ederle's CMPRO
Mosquito about to
touch down.***



***Vic Parkinson's
Hawker Fury on fi-
nals.***



***C/line models on the circle, Peter Allen with
Peacemaker (Enya 15D) and Mike Hawkins
Mirabilis (Taipan Tyro).***

There has not been much action in the training area.

The last month or so has been what must be just about the longest spell of unsuitable model flying weather for about a year. Looking back to last year, the rough weather began at the start of the September school holidays.

October and November are well-known for their unsettled weather patterns. The reason for this, I was told many years ago, is that the Antarctic sea ice reaches its northern limits in late October. The cold air mixes with air from more northern latitudes, which has been warmed by the increased sunlight from the longer daylight hours. Turbulence occurs which develops into the lows and cold fronts that seem to come through with monotonous regularity. Perhaps our resident expert meteorologist, Ian Searle, may be able comment on the truth or otherwise of the above explanation.

Bronze Wings tests were conducted for members of the Hobart Model Academy at Sorell several weeks ago. They have a nice setup, and are very enthusiastic. Five out of six were successful. Congratulations must go to Scott Rappl who did the hard work in getting his pupils to Bronze Wings standard.

Needless to say the weather was completely unsuitable for any sort of accurate flying. A cold and gusty, shifting wind from the south, probably 15 to 20 knots, really tested the pilots skill. To their credit, they adapted to the conditions and no damage was done to any of the models. It seems that several more members are almost ready to be tested for their Bronze Wings in the near future.



Photos clockwise from the left—Greg Robertson with “Golden” Electric Tomboy, Tony Gray with a new Robertson Tomboy lost on it’s second flight, club president Mike Hawkins on the control-line circle.



Clearance sale.

11.

Phoenix Tiger 3—popular gem—one only reduced to	\$120
Phoenix Tiger 60— complete with flaps	\$180
Seagull Boomerang 40—very popular trainer	\$100
Seagull Boomerang—with OS 46LA	\$200
Seagull Boomerang—package with OS46LA & Hitec 6ch computer radio	\$400
Phoenix P51 Mustang—complete with retracts	\$175
Phoenix Classic EP—ideal electric trainer or sport	\$95
Phoenix E-Pioneer—bolt together EP trainer	\$100
Phoenix P51 Mustang EP—30-40 size electric	\$175
Flight box kits—easy assembly	\$30
Hitec Optic Sport 6—computer radio with 5 ball bearing servos and rechargeable batteries	\$200
Garth Wilmot— phone 62431790	

FOR SALE

JR 3810, 10 model memory

2000 mAh battery

Sale price \$200.00

**See Stuart Smith 62477423 or
0402751700**

WANTED TO BUY

**Wanted, a Cox 049 engine going or
not, or parts for 049, contact John
Jongbloed, 62478600**





John Jongbloed pictured in 1962 with a free flight model.

The lower picture is taken at the Badcock property at Moriarty with Owen Badcock and Anton Benada.

(from page7)

model with a Taipan 1.5

Tony showed he had not lost his touch with some neat aerobatics. Will Deal also had a fly, did about a dozen or so laps handed the controls back then promptly fell over!, Tony, Peter & Will were regular flying mates over 50 years ago so it was a nostalgic day with lots of control line memories. To top off the day all models went home in one piece which rarely happened way back then!

