



Hobart Model Aero Club

Torque Back - July 2019

Editorial.

Unfortunately, in the absence of any other volunteer, I have been press-ganged into acting as newsletter editor. I do not want the job, but I believe it is essential to have contact with members.

I am afraid that, partly due to updates to Microsoft Office, I find that I find it rather difficult to use publisher. I was quite proficient in the use of publisher when I was editor quite a few years ago. Subsequently you will get what I can manage in the interim. I think technology has left me behind.

As I am not down at the field as often as I would like, I would appreciate news and photos to be forwarded to me. It important to give ownership details etc. regarding photos. Furthermore, I will expect reports from president secretary and CFI (South) each month. I am not prepared to be sole contributor. Tough tasks require tough rules or deadlines! No contributions = no newsletter!

I would certainly appreciate it if someone else stood up and took over the job.

From the Safety Officer.

I'd heard vague rumours, but at the instructors refresh day last weekend it was better formalised when we were told CASA required clubs to keep a record of all incidents and accidents. The detailed forms are on the MAAA website but I was unable to find any instructions as to what constituted "notifiable incidents or crashes".

CASA have advised they can audit our reports at any time to ensure compliance. Any serious events have to be reported to the TMAA for further processing

Lacking a clear definition, within the reporting requirement virtually any minor crash would have to be the subject of a report along with any event that has the potential to cause injury or property damage. I think it was agreed that crashes within our boundaries, if not causing third party damage or injury should be exempt but those outside Kf's boundaries are reportable. But what the hell defines a reportable incident? Someone getting a cut finger? After all,

even a minor cut could, if not treated, result in serious problems so I'd say report any event that had the potential to cause injury or property damage (including fire).

All we can do at the moment is to keep a register with the two forms available for members, to report any event they think may come within the requirement. Do this if you have the slightest doubt or check with me or a committee member. The aviation industry has long been subject to reporting requirements which form the basis of assessing aircraft or pilot problems so that rectification can be made quickly, but for heaven's sake, we are a bunch of mature guys out to enjoy our hobby not a professional organisation and considering the potential, we operate with virtually complete safety, with fingers being the main source of injury.

As soon as I get more information, I will advise members but, in the meantime, use common sense on what to report.

Thanks guys

Nils

President's Corner

Well a month of Winter has passed. There has been a good deal of fine days, although a little brisk at times. A few hardy souls have ventured to KF and the gas heater has had a reasonable workout.

The club AGM/GM was held on Sunday 16th June and I must say a good turnout compared to last year where we barely reached a quorum.

The same Committee as last year was returned to office with the positions of ordinary committee, Dave Ellis and Jason Bedelph being replaced by Damian Blackwell and Phil Murrell.

The main items from the AGM other than the Committee nominations were that Garth would graciously look after the Newsletter until another editor could be found and the fees for 2019/20 would be raised from \$180 for Pensioners and \$200 for Full members to \$200 and \$225 respectively.

It was put to the meeting that the club work toward a flat fee to eliminate the many fee structures we have at present.

There was little business arising from the General meeting. May I say that I was pleased at the way the meeting conducted itself and all issues were calmly resolved.

The TMAA meeting was conducted in Campbell Town on 2nd June.

The minutes of that meeting have not been distributed as yet but the main topics were:

The TMAA annual fees are to be reduced from \$20 to \$10.

HMAC within the event calendar would host a 'Fun Fly Day' later this year.

A heavy model register be reintroduced to keep track of models after they depart their original owner.

The promotional fund available to be expanded to include other forms of club capital expenditure.

The CASA direction regarding Drones and consequences.

This is not the full Agenda discussed. Minutes will be available to those who wish a copy at a later date.

The Instructor Course was held at KF last Sunday. It was well attended and all participants new and refreshing enjoyed the day and attained their accreditations.

Ken Ward is to be thanked for his organisation for the day with TMAA and providing the morning tea and lunch for the visitors.

Unfortunately, Ken on the way home on entering Castle Forbes Bay had a car accident. He came away fortunately with bruises and a few cuts. The same could not be said for the car. We hope to see him back at KF in a couple of weeks.

On a lighter note. For Ken, all the months and probably years of improving his flying skills were rewarded by his Bronze Wings being upgraded to Silver by Peter Ralph with Nils Powell approval. Congratulations go to him for the effort.

After many years of service, Peter Ralph has stood down from the position of Southern Tasmania Chief Flying Instructor.

With TMAA agreement, Nils Powell is to take up this position immediately.

Happy and Safe flying,
Barry Gerrard

From the Secretary

It is now the time to renew your membership fees for the new financial year 2019/2020

Only members who have paid fees can fly after 1st July 2019.

Senior members \$225, Pensioner/Country Members \$200

Glen Pearce's X-Vert in action.





Peter Ralph's Timber on landing approach.

A Timber to suit every one.

Model	Span	Lipo	Capacity	
UMX	700mm	2S	280ma	
Standard	1500mm	3S	2200ma	Mine is set up for ultra-slow flight.
Turbo	1500mm	4S	2200ma	Different nose section plus a stiffer wing compared to my standard model.
TimberX	1200mm	4S	2200ma	Shorter span, stiffer wing and increased chord due to larger flaps and ailerons. Larger fin/rudder tailplane/elevators also.

All the large models have the same wing area. Garth and Bill Gregory's models do not have the slats fitted and are fully aerobatic. (3D capable if needed).

A picture of Glenn's Tundra included as it is a similar type model.

Regards,

Peter Ralph



