



PROP TORQUE

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EDITOR	George Carnie	6398 2141
Committee	Geoff Hays	6344 1920

L.M.A.C., PO Box 1204, Launceston Tas. 7250



Our youngest member Cameron Aitken showing off his Precedent Hi-Boy. Model flew very well on it's maiden flight with P5 (Pete Kidson) behind the controls.

**Official Newsletter of the...
LAUNCESTON MODEL AERO CLUB Inc.
VOLUME 12**

**JULY
2003**

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CAPTAIN'S REPORT

Peter Kidson (03) 6394 4380
p.kidson@microtech.com.au



Captains Report.

Hello to all once again. I expect some of you are not in a good mood due to the insurance problem we are all going through again. Let me assure you we, (your committee), have done everything in our power to not have to put you through this again for another year. As the letter you will have received by now tells you, there is little left to do but pay the difference for this year, (That is if you still want to be a member of LMAC).

Myself and Cliff Walters attended the meeting held at Oatlands by the TMAA to help decide what to do, but to no avail, the insurance was already in place and all that was left to talk about was who was going to foot the bill. At the end of the day it was going to be the clubs.

We may not be able to stop the insurance companies from charging excessive amounts in premiums, (this years it's just over \$1,000,000), but we can maybe come into line with a few other clubs and change the club year to finish closer to the MAAA financial year . What this means is we will (hopefully) know what the MAAA insurance side of things will be when we set our club fees. That way, you the member, will not have to be footing a second bill and you will know what the total club fee will be for the coming year. To those of you who pay the extra money, thanks for sticking with

LMAC and understanding the problems we as a club are going through. To those members who chose not to pay for whatever reason, thank you for your contributions over the years and we will welcome you back any time.

Whilst on the subject of insurance I feel I have to mention an incident that happened at the field a few weeks ago. It involved a model hitting another member in the back and has resulted in a letter of warning being sent to the three members involved. The reason these members were sent this letter is not a direct result of the accident but the fact that they all launched their models from within the pit area. Because of the severity of the incident we have had to make a report to the MAAA regarding what happened and how the incident was dealt with on behalf of LMAC.

With insurance premiums going through the roof which ultimately affects all members of LMAC we on the safety committee will crack down (and hard if necessary) on those who do not abide by the rules. The safety rules are there to help protect all members and we do not need or want accidents to happen particularly if they are avoidable in the first place.

(Continued on page 4)

(Continued from page 3)

I might add that the action taken by the safety committee was and is supported by the whole committee. We on the committee all take full responsibility for any action taken where there is a breach of safety.

We all understand that accidents will happen from time to time, but we must try to keep them to a minimum by being aware of what is safe to do and what is not.

On to lighter things. The club held a Pattern comp on the 19th of July with just a few competitors attending, some from our club and a couple from NWA. Great day over all, but I noticed that the judging side of things concerned a few people. So to that end for those who judged on the day and to those who want to know more or are just interested in what to look for, at the next club night after the meeting, (11th August), I thought I might go through a few details. There is a video available if you want to get serious. It's great to be able to hold

competitions of any sort but if they are not judged correctly it is generally the pilot who loses out or maybe gains another place at the next level when they may not be ready for the leap. I might add that this night will only be based on pattern judging.

I was speaking to Cliff the other Saturday and he told me he's 69 and in great shape. Apparently he's learning to swim up at our field. "How's that", I hear you ask?. As you know we've had an awful lot of rain in the past few weeks and some of the field has not drained away as quick as other parts. Cliff, well he decides to leap over the ditch instead of using the bridge. Now the mind's a funny thing, it says of course you can make it. At the same time the body says, "I'm not sure if I can get you over". Lets just say the body won. I was surprised at how quick he dried out after laying in the ditch for a couple of seconds.

See you at the field,
Pete...

SECRETARY'S REPORT

Gerry de Groot

Ph: 0417 536 200 (BH) or 6369 5284 AH

degroot@tassie.net.au



Hello All.

This month's report highlights the latest rise in flying (MAAA) insurance, as detailed in a recent letter sent to all members. Here are some of the matters discussed at the last Committee meeting held on 14 July:

- Insurance: As the TMAA decided not to absorb this year's increases in MAAA insurance fees after all (although it originally passed a motion to do so), each club therefore has had to absorb or recover an extra \$35.50 for each Senior/Pensioner

member. LMAC does not have the resources to absorb this sort of increase, so it reluctantly decided to pass on the increase to members. (This request for an additional subscription was mailed out to all members, with a due date of 25 July, so the money can go to the TMAA by 31 July. After 31 July, members will no longer be insured.) The recent rise in insurance also affects the Junior category. However, the committee decided that in support of junior members, it would absorb the extra cost of insuring Juniors, so that their fees will not rise for 2003/2004. Note that Social members fees are not affected by the MAAA fee rise; only flying members are affected. However the letter was sent to all members so all have an opportunity to understand the situation.

The Committee will be taking action to make the MAAA aware of members' strong feelings about rising insurance costs

- Accident reporting procedure: The MAAA has released a procedure for reporting of accidents and incidents. It can be viewed on the MAAA website at <http://www.maaa.asn.au>. A recent accident at the club was dealt with in accordance with this procedure, including reporting to the MAAA. An important feature of the reporting procedure (and this is not unique to the MAAA) is a full review of an accident and what changes need to be made to avoid a repetition in the future. This has

been done. Members will also be advised shortly that they have an obligation to record details of any accident at the field in the flyers/visitors sign-in book (kept at the clubhouse).

- Flying Instruction: The Committee has been advised by the TMAA that it may appoint members it deems competent to deliver flying instruction, without them being first qualified as instructors by the MAAA. These instructors are covered by MAAA insurance, but they cannot test flyers. At the last meeting, the Committee appointed Peter Kidson and Andrew McEntyre as flying instructors based on their demonstrated competence to instruct and their commitment to the growth of the club. This will help ease the workload on our existing instructors, Greg Robertson and Jacques Wakae.

That's all for now
Happy (and safe) flying.

Gerry de Groot

From the Editors

George & Kerry Carnie
"Glenhaven" 50-62 Fairtlough St Perth 7300
e-mail: george_carnie@bigpond.com
6398 2141 or 0418 134 672



Hello to all.

Wet, wet, wet. No not the 90's pop group, our flying field. Not so much of a problem probably for most but I can tell you pretty hard going if you're in a wheelchair with slick tyres on! The weather has certainly curbed what little flying I have been doing of late. It didn't stop me attending the maiden flight of Cameron Aitkin's' Precedent Hi-Boy that I had a hand in helping him build.

On June 28, with skies threatening, arrangements were made with Peter Kidson, "chief test pilot" to meet at the flying field. So after lunch, Kerry and I met Cameron and Bronwyn (Cam's mother) at Symmons Plains. Cameron was his usual quiet self. There was a mixture of excitement and trepidation in the air. *Will it fly?* he thought. *How would he deal with telling all his friends that after all this time building it crashed on his first flight?*

His concern was such that he only issued a few passes to observers. Other friends and family could watch at a later date when the model had proven itself. Little did Cameron know, he shouldn't have worried the real embarrassment would be mine if it didn't fly! I was quietly confident. I haven't built one yet that didn't fly "off the board" with anything more than a few clicks of trim. Cameron did a lot of the work but the critical building phases were done under

supervision. Nonetheless the butterflies were still there until you see a model leave the ground, climb away and do a few circuits. The look on Cameron's face as his pride and joy made a successful climb out and circuit was priceless.

Peter did the regulation trim adjustments and then had Cameron carry out a few manoeuvres, whilst Peter still held the transmitter. Next step was the standard arms around the trainee and before you knew it, Cameron had the transmitter in his hand, on his own doing very stable and smooth circuits. All of this in a matter of an hour or less!! Courtesy of Bronwyn the flight crew all enjoyed a smorgasbord of champagne (non alcoholic of course), cheese and biscuits to celebrate.

Cameron continued flying circuits and his concentration was intense without overpowering his control. After a few flights, then came the job of cleaning the model—I am sure Cameron was thinking "*how can we do this without all this mess?*" I know Cameron but we leave that to another time in the future 😊

Despite the weather, another event Kerry and I turned out for was the Pattern competition on Saturday July 19. Even if you are not participating in the particular

event, it is still important for club members to attend. Why?

- Demonstrate to other members and visitors your interest in your club.
- Provide assistance in running the competition. Everything from setting up equipment to cleaning up at the end of the day.
- Judging. Yes judging. Often there are no sheep stations at stake so have a go if asked. As has been mentioned elsewhere in the magazine, a pattern clinic will be run at some stage in the not too distant future, including a clinic on judging. It is far more interesting to watch when you know the manoeuvres and what to look for.
- Support the canteen and share a laugh or just socialise with your fellow members.

Before finishing off this months editorial, I can't help mentioning a couple of recent events. Now I don't mind a joke or two at my expense (remember Peters articles on rudder versus ailerons and my tyre burnout) but the one thing an editor has is the power of reply. (sorry Pete)

For those that haven't heard, Peter has been spending a bit of time practising with his "High Five" 3D model. After an emergency crash landing some time ago, the model was rebuilt.

Now Pete had obviously been researching the history of flight and remembered those early pioneers who thought that the wings should emulate a bird and FLAP. So Pete astutely worked out that if he left out the main spar where the wings joined the fuselage he could probably get them to flap like a bird. And FLAP they did but like the original pioneers, the flight was

short lived and down the model came with wings still flapping some distance away from the fuselage. Pete has now decided that more conventional means of flight will be used on the next one.

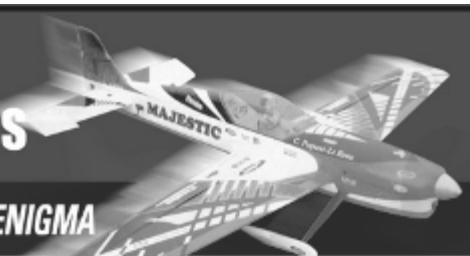
The next little story I have is one everyone should be careful of. I won't mention real names so as to protect the innocent. Recently I was asked to put together a transmitter battery pack. The person, whom we'll call "Fred", wanted more duration than he was getting from the standard 600mAh pack. So a 1100 mAh was in order. The pack was ready but I needed a connector.

"Fred" delivered a connector and I duly soldered it on and then thought I'll "condition" the pack for him. After a few charge / discharge cycles the pack appeared to be false peaking. As this pack was going in a transmitter that flies very expensive aircraft, I couldn't take the chance so another pack was organised. In the meantime I thought I'd try again to see what the problem might be and I noticed the charger signalling no pack connected when I touched the battery connector. You guessed it - a faulty connector. When I asked "Fred" where the connector came from he said, "from a servo that didn't work". The moral of this story; NEVER salvage anything to reuse unless you are certain that it is serviceable especially if you salvage the part from an item that didn't work. By the way, I wonder who would have been at fault if one of those expensive aircraft fell out of the sky because the Tx battery failed??

Until next month.....

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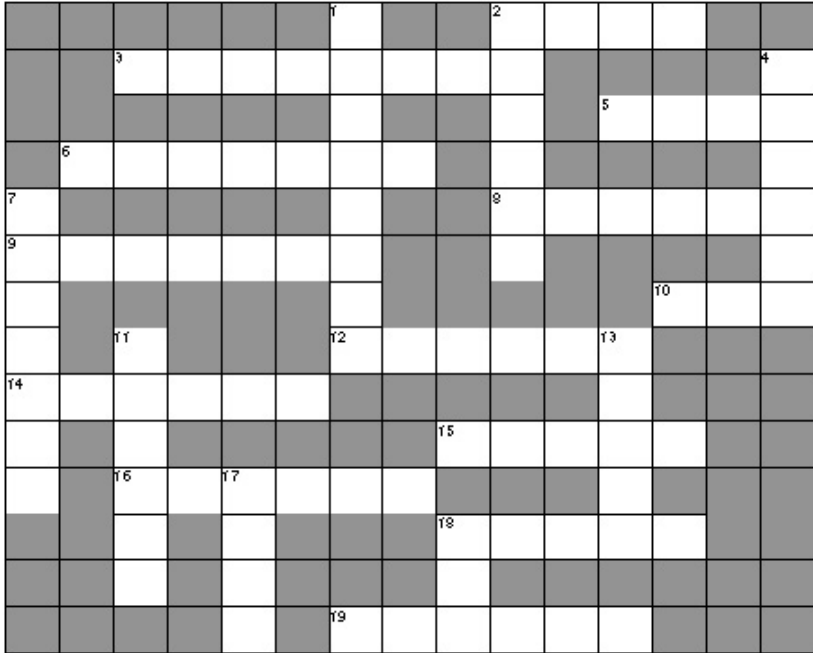
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Crossword



ACROSS

2. Focke _____
3. Lift or control surface?
5. Peak model authority
6. _____ Zeppelin (not Led!)
8. Brushless motor
9. French WWI aircraft
10. Multiplex (abbrev)
12. Link
14. Pattern task
15. Red _____ WWI ace
16. Cell type
18. Wheel trousers maybe?
19. Pattern class.

DOWN

1. Kevin's pattern model
2. Aviation brothers
4. Pete's pattern model
7. _____ Jeep (Dave J's new model)
11. Airfoil type
13. Seaplane manufacturer
17. _____ detect charger
18. Sopwith _____

(answers on page 19)

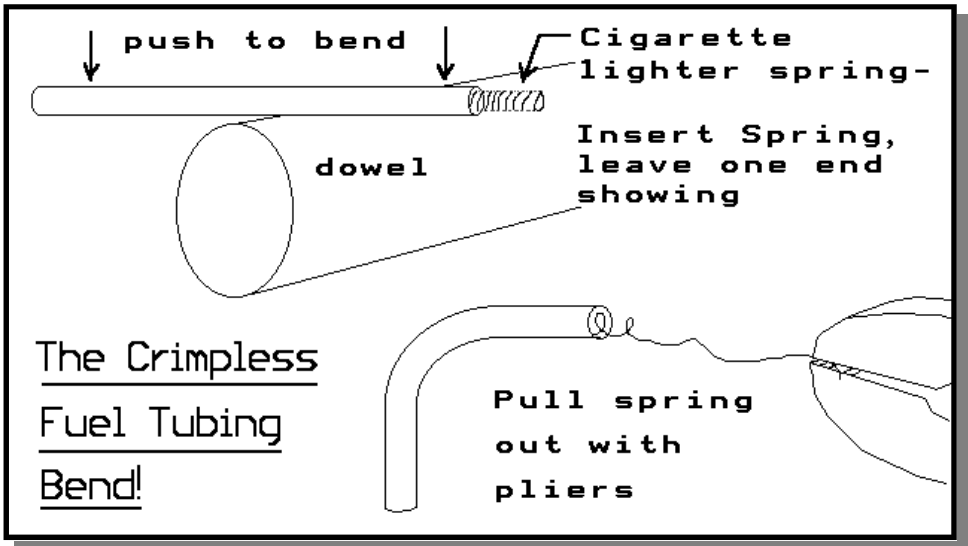
Helpful Hints

BENDING BRASS TUBING

With just about every model we build, we have a new fuel tank, each with its own requirements - most of which involve bending the brass tubing that comes with the tank. We want the tubing to retain its full diameter in the bend to ease the flow of fuel to the engine. There are a number of ways to do this without crimping, narrowing, or breaking the tubing.

And just bending it between your fingers AIN'T one of them! The tubing will invariably narrow dangerously or crimp, after which it is useless. Use one of the below methods, according to your desires and what you have on hand.

- 1) Use a piece of 3/32" inch wire or what ever fits - insert the wire in the tube to the point where you want to bend, and bend slightly at the end of the wire; withdraw the wire about 1/16", and repeat as desired. While this doesn't give you a really smooth bend, it will work for small angles.
- 2) Weed whacker string, the .080 stuff, can be inserted into the tube before bending. As long as the bend isn't too great, the plastic string can be removed.
- 3) A long spring from a cigarette lighter (BIC and several others use these) can be inserted before bending; removal is easy because the spring unwinds as you remove it. This really works! Very tight, over 180 degree bends can be accomplished this way. Note: The BIC springs can also be inserted and LEFT IN flexible tubing when IT tends to narrow or crimp in a tight situation. While the spring in the tubing does restrict flow a little, it will keep the tube open and reasonably free.
- 4) Another system involves taping one end of the tubing, filling with water, taping the water in, and freezing overnight - the ice will keep the tubing from crimping as you bend it.
- 5) A similar suggestion (I haven't tried this!) is to tape the tube filled with SALT before bending. Worth a try!
- 6) Harry Higley makes the BISO bender - this little tool works OK for shallow bends.

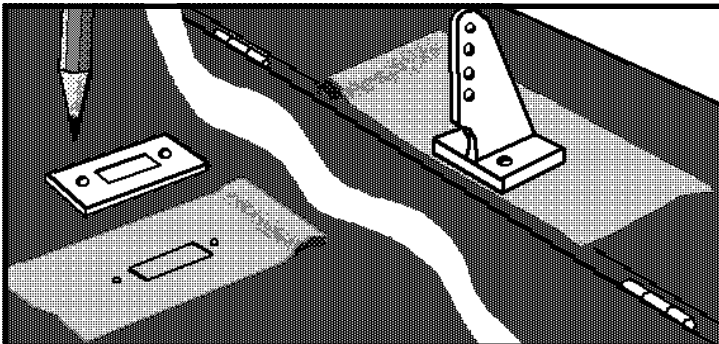


Marking Dark Monocote

Putting any kind of decent marks on monocote is really tough, especially if the monocote is a dark colour. This becomes a hassle for you when trying to accurately place control horns or mount a switch to a surface that's already covered.

Try putting down a piece of masking tape in the approximate location. Then line up the horn or switch plate and make your marks on the tape! The marks are quite visible, and you can cut or drill right through the tape. Then you can pull off the tape easily by pulling it sideways over itself; i.e. don't pull straight up or you may lift the covering material.

Bending an end of the tape back on itself before applying will give you a nice "handle" to grab to peel the tape off.



Contest Directors Report

Andrew McEntyre
6384 1048 / 0408 969360
amcentyr@tassie.net.au



Hello and welcome everyone to my first report as the new CD.

Firstly I want to convey my vote of thanks to Geoff for his dedication and efforts over the past years as CD, and also running the F/F O/timer and Scale round 1 contest held at the field on June 21. I believe there was fun and games when it came to the Free Flight contest as pilots were flying blind as the fog was like pea soup.

Would you please make a note in your Contest calendar that Hobart Model Aero Club will be holding two Pattern contests at Kelly Field this year. The first is on Sunday October 19th at 9.30am and Sunday December 14th also at 9.30am.

There will also be coming up in the near future a Pattern Clinic especially to encourage new flyers to pattern flying and hopefully improve some not so good like myself. This proposed clinic will be held at our field and I will give you the date as soon as it is confirmed.

During this year I would like to encourage as many members as possible to participate in the contests not only as contestants, but we would appreciate your assistance with time keeping and other aspects of running a contest. Don't forget this year the scoring format has changed and there are many more opportunities to gain points for the end of year totals. One other thing to remember

is the Novelty Fly In is no longer being run as a contest, it is now known as an All Model Day. The All Model Day is designed for all flyers from Beginner to Expert, and you just fly and have a good time and receive a ticket after each flight and be in the draw for a major prize at the end of the day.

The first Pattern contest was held on the weekend July 19th so I will give you the results in my next report. Please don't hesitate to contact me with any ideas you may have re contest or any other matter, as the new CD your comments and assistance will be gratefully appreciated. To end my first report I would just like to remind everyone of the safety rules and let's not become complacent as there has been a number of incidents over the last few months.

Hope to see you all at the field soon.

Safe Flying

Andrew C.D.

**MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.**

Newsletter

N O . 2 / 2 0 0 3

President: Mike Close, PO Box 146, West Pennant Hills NSW 2125

Telephone: 02 9872 6469 Fax: 02 9871 0408

Vice President: Theo Merrifield, 25 Jecks St, Rockingham WA 6168

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e-mail; maaasec@ozemail.com.au

Treasurer: Ian Gillespie, PO Box 253, Annerley Qld 4103

Technical Secretary: Fred Adler 18 Ivory St. Noranda WA. 6062

e-mail; maaatechsec@touch88.com.au>

MAAA Internet: <http://www.maaa.asn.au>

2004 National Championships

The 2004 National Championships are to be held in Busselton W.A. from April 17th to April 23rd. Busselton is about 200kms south of Perth in a very picturesque part of WA. Why not combine a holiday in the West with the Nationals. I am sure you will enjoy the experience.

The organising committee is working hard and have a draft program prepared. This will be firmed up in the very near future. Contact details will be provided in the very near future.

2004 F3A Aerobatic Combined Asia Oceanic Continental Championships (CAOCC)

The Australian Pattern Association were successful in being awarded the 2004 CAOCC F3A Championships at the recent CIAM meeting. The event will bring the best F3A aerobatics pilots from the Asia Oceanic region. The last championship was held in 2002 in China and was very successful with good representation from many countries.

The contest will be held at Coolum, on the Queensland Sunshine Coast, starting on July 15th 2004 and concluding in July 24th. If you at all interested in F3A aerobatics I suggest you plan to be at Coolum to see some of the best in the world compete. This sort of opportunity does not happen very often.

(Continued on page 14)

(Continued from page 13)

A web site is to be launched shortly and there will no doubt be a link from the M.A.A.A. web site. For more details contact the APA at apaflyer@bigpond.com.

Internal Navigation Systems

At the 2003 M.A.A.A. Council Conference the Council defined a Radio Controlled Model Aircraft. This definition effectively rules out the use of internal navigation systems in model aircraft. The definition as approved by the M.A.A.A. Council is listed below.

For the purposes of the M.A.A.A. operations, a radio controlled model aircraft is defined as;

“A non-man-carrying remote controlled device capable of sustained flight in the atmosphere not exceeding the weight limitations established in the M.A.A.A. Manual of Procedures. The operators of such devices shall maintain control without the assistance of onboard autopilots or navigation systems that would allow for autonomous flight. The operators of Radio Control devices shall maintain visual contact with the device during the entire flight operation. “

A model aircraft flown in contravention of this policy would not be covered by the M.A.A.A. insurance policies.

Setting of Fees

Due to advice from insurance companies that they would not provide quotes until mid June, the M.A.A.A. decided at the 2003 Council Conference that it would have to wait until late June to set the M.A.A.A. fees. It was realised by the Council that this had the potential to cause problems to Clubs due to them not being able to advise their members of the fees until very late in the membership year.

Based on information from the insurance industry, the timing of quotes is unlikely to change in the near future. In previous years the insurance company the M.A.A.A. were insured with was prepared to provide quotes in February. This enabled us to set fees, advise the State Associations who then advised their clubs in plenty of time for the July renewal date. Unfortunately that situation is no longer possible.

In a bid to overcome the problem of late fee advise the M.A.A.A. is taking out policies for an eleven-month period. This means that they will finish on May 31. This will enable us to get the insurance quotes by mid May and then set the M.A.A.A. fee by the end of May. This will give at least one month's notice of the fees.

Fee Structure

The fee for a modeller is generally made up of three components. These are;

- (i) Club fee ;
- (ii) State Association fee and
- (iii) M.A.A.A. fee.

The M.A.A.A. Council, which consists of representatives of the State Associations, sets the M.A.A.A. fee.

The three fee-paying classes of M.A.A.A. membership are Senior, Junior and Pensioner. The M.A.A.A. Pensioner fee is currently the same as the M.A.A.A. Senior fee.

The M.A.A.A. fee has three major components;

The administrative fee - As the name suggests this covers all of the administrative costs of the M.A.A.A. including salaries, office expenses, support and operation of flight proficiency programs, promotional activities, etc.

The M.A.A.A. field levy - This is an amount that is paid into a fund to be available to clubs and associations to borrow to enable them to purchase and/or develop flying fields.

Insurance costs - This is the cost of the M.A.A.A. insurance policies. The suite of policies the M.A.A.A. currently has is;

- (i) Third Party liability - \$20M
- (ii) Personal Accident
- (iii) Directors & Officers
- (iv) Professional Indemnity

At the 2003 M.A.A.A. Council meeting it was decided to identify a formula for the setting of junior fee. It was agreed by the Council that the junior fee would comprise half the M.A.A.A. Senior Administration fee plus the field levy plus the insurance cost.

The Council felt that all members' should pay the actual insurance cost and the field levy. They agreed that the junior member only pay half the administration component of the fees.

Gold Wings Testing

At the 2003 M.A.A.A. Council meeting it was agreed to drop the requirement for Gold Wings testing by two M.A.A.A. Instructors. A single M.A.A.A. Instructor is now allowed to test for Gold and Bronze Wings.

(Continued on page 16)

(Continued from page 15)

Member Numbers

As we approach the end of the 2002/03 membership year the figures indicate a drop in member numbers for the first time in many years. The strength of our Association is member numbers. It enables us to get better prices for insurance, have more influence on Government policy and Department.

Does your club have an active program to attract membership? If it does not then may it should. I know of one club that has a very active program that is bearing fruit. They take advertisements in the local press for people who are interested in attending a model aviation workshop held over a couple of nights and days.

The workshops are held at their clubhouse and field where the attendees are given information and instruction on model building, equipment needed, simulator experience. The session culminates in hands-on flying instruction with an instructor and “buddy box”.

From what I have heard they receive lots of requests from the public to attend the seminars and they have a very good membership “capture” from the program. Why not get a program going in your club. We all benefit from more members.

Accidents & Safety.

We continue to have reports and therefore insurance claims on members getting their fingers mixed up with spinning propellers. One recent report indicated that the person is very lucky not to lose two fingers and a part of a thumb. It is doubtful that the fingers will ever be able to bend as the joints have been smashed. In another case a modeller had to fend off an unrestrained aircraft that trapped him against a fence after he had started the engine with the throttle unintentionally set at high.

Most of these type of accidents are preventable and we all should take care and point out the potential for accidents to our fellow modellers. No one likes to see people get hurt and it also increases the premiums we pay to the insurance companies. Please restrain your aircraft before starting and adjust the engine and remove the glow plug lead from behind the propeller.

Classification of Junior Member with Respect to Fees

At the 2003 Council meeting it was decided to bring the classification of Junior Member in line with the membership year. A person that turns 18 years of age on or after July 1 will be considered a Junior Member for that membership year. For example, if a person turns 18 on or after July 1 2003, then they will be a junior member for the 2003/04 membership year. The junior classification for local and international competitions is still from January 1st.



FOR SALE

- **Defender 7 Cell 1.8m Electric Glider**—Includes 1002D LG motor and 3:1 gearbox, 50A ESC, 2 x JR371 micro servos. Just put your Rx in and you are ready to fly. Replacement cost \$540+/- and is a bargain at **\$230.**
- **Brolga Glider**— Thermal ready to fly (or quickly convert to electric if desired)—**\$20 (Don't be fooled by the price. It flies well and looks okay but I need room in the workshop!)**

Call George 6398 2141

FOR SALE

- **JR3810**—It has the manual trims, 1100 mah battery. Looking for \$425 and will include an aluminium case at that (but no xtal)

Call Peter Haworth 6327 3634 or 0418 130375

MULTIPLEX PROFI mc4000



12 Channel FM Transmitter 10 kHz spacing, PCM switchable to PPM

Scan mode

Automatically checks your channel and shows all other channels in use

More channels

All 12 channels can be assigned to any control, or to any mixer output. Select between 9 and 12 channels to suit your receiver. You can also use other PPM FM receivers regardless of make.

More mixer facilities

- 2-8 mixer inputs
- apply an effect curve to any input
- apply "slow" to any input
- any input can be switched ON/OFF permanently, or left switchable
- define mixer functions as the input signal for this next mixer function

Servo monitor

An important aid to endpoint and mixing adjustments

More Model memories

25-100 models depending on complexity, each with up to 5 flight mode
15 preset models installed

More timer functions

4 count down/count up timers
Lap timer with 99 memories

More help for everyday flyin'

- Auto trim memory
- setup curves shown in graphic form

Helicopter settings

Set up to 5 different flight modes with a smooth transition between them

Ready made mixers as standard

- Rotor head with mechanical mixers
- 3 point rotor head with 120
- 4 point rotor head with 90
- Setting curves easier with graphic screen displays
- Virtual rotation of swashplate is possible
- Helm system

2 year warranty

The 2 years warranty covers materials and workmanship

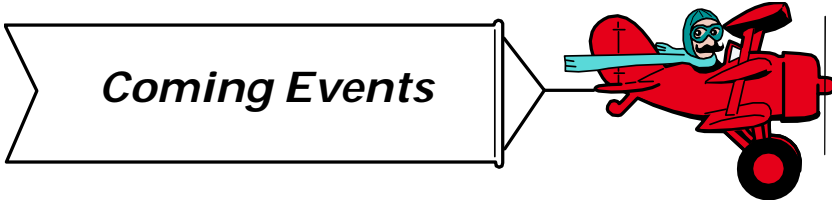
gliders
australia

Australian distributors for **MULTIPLEX** products

8 Garrison Road Bossley Park NSW 2176 • Telephone 0418 266 200 • Facsimile (02) 9823 6412
Email Bill Blend: bbill@glidersaustralia.com.au • Gregg gregg@glidersaustralia.com.au

Crossword Answers

- | | | |
|-------------|------------|-------------|
| 18. Pup | | |
| 17. Peak | | 10. MPX |
| 13. Short | | 9. Hanriot |
| 11. Epler | | 8. Hacker |
| 7. Chester | 19. Expert | 6. Dornier |
| 4. Matrix | 18. Pants | 5. MAAA |
| 2. Wright | 16. Lipoly | 3. Elevator |
| 1. Majestic | 12. Clevis | 2. Wulf |
- DOWN**
- ACROSS**



DATE	EVENT	DETAILS	TIME
Aug 16	F/Flight/O/Timer/Scale	Round 2	9:00 am
Aug 24	Glider Day	Frogmore	9:30 am
Aug 30	Pattern	Round 2	9:30 am
Sept 20	7 Cell Electric/Glider	Round 2/1	9:00 am
Sept 27	Pattern Day	NWAM Highclere	9:30 am

“**BOLD**” text denotes LMAC events

Contests to be on the day specified. If weather is not suitable, then the next day, Sunday. If that too is not suitable then the event is cancelled and we move to the next contest scheduled.

“Club Day” is the first Saturday in each month.
 “Cafe Symmons” will operate each Contest Day and Club Day.
(Please come along to both these events. These are important fund raising events for your club . Ed.)

Candid Camera



From this..... to solo on his first day!!! Cameron looks a natural. And the smile on Cameron's face is what it's all about. Oh to have the confidence of youth!



Our esteemed judges at the Pattern Competition held on Saturday, July 19. (from L-R) Kevin H, Merv C, P5, Andrew M, Garry Anderson from NWA and David Munday. (not in picture; Scott Kay flying and Robyn Anderson calling for him.)

