



PROP TORQUE

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Committee Geoff Hays 6344 1920

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



Kevin Hay with his immaculate Sea Fury. But how many aeromodellers does it take to pump up the retracts? I am sure the full size model didn't have as big a ground crew.

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

JUNE
2003

CHECK THIS OUT

SHERBERT 1092mm SPAN ELECTRIC TRAINER PACKAGE

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Minicraft Sherbert EP ARF Covered R/C Aircraft, 1092 Span.

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CAPTAIN'S REPORT

Peter Kidson (03) 6394 4380
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Hi to all again.

We held the first committee meeting for the new club year on the 16th of June and our new Treasurer, who goes by the name of Cliff Walters was welcomed into the fold. I'm sure he will do as good a job as Nigel Keefe. Thanks go to Nigel for his mighty effort. He may not have been to the field as often as some but the books were always in order and correct. Well done Nigel.

A competition was run and won on the 21 of June and Geoff will no doubt let you in on the winners and gridders. Talking of Geoff, he has decided to stand down from the Contest Directors position for a while. Andrew McEntyre is the new CD. Good luck to him and many thanks go to Geoff. He has been in the club since Noah built the Ark and I fancy Geoff may have had a hand in building that as well. Let's just hope Noah didn't have a flue, anyway that's another story. What's a bit of smoke between friends.

Deb Walters has volunteered her services as the canteen coordinator. Cliff gets all the cooking and cleaning done at the weekend as well now. You're a lucky man Cliff. Good luck Deb and on behalf of all the members some time off from the chore's during the week, say, Monday to Friday.

As some of you will know I work at ZZ

Auto's in Invermay and it's a body panel shop, Cars, not hips and thighs, silly. Anyway I get to see all the hoons flashing past, tyres squealing and smoking. As we get older and some say wiser we grow out of that type of behaviour, or do we?. George called in just for a visit, I'm knelt down by his car chatting to him when in mid sentence he decides to have a go at tyre squealing. Grit and gravel go everywhere, the car lurches forward, George is thrown back in the seat and I'm checking my boots for wear and tear. No cuts, no bruises just Michelin in nice black print along one side of my boot. George in the mean time has come to a halt. Bright red and a big grin on his face with a hint of dribble on the side of his chin. He then tried to tell me it was because of an infection in his foot. Yeh! that's right George, it's called 'Lead Foot'.

Robin McEntyre has made a number of visits to the Hospital which is never nice so we hope you get well soon.

The next competition is a Pattern day on the 19th July at LMAC so all you budding Pattern flier's come on down.

A junior member will have been down to the field with his brand new

(Continued on page 4)

(Continued from page 3)

Aeroplane by the time you all get to read this. His name is Cameron Atkin and from the phone calls I've had he is really looking forward to the day. Do any of you remember your first flights?. If there's any funny stories out there, jot them down on paper and let us all know.

That's about it from me so I'll see you at the field..

P.S. George helped Cameron to build his plane so it should go pretty quick.

Pete...

SECRETARY'S REPORT

Gerry de Groot

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Hello All.

This month's report is a brief one due to pressure of time. Here are some of the items from the Committee meeting held on 16 June:

- George Carnie was re-elected as Publicity Officer (Newsletter Editor) for a further year. The newsletter has grown under George and Kerry care to be an important asset, as it is not only a source of information, but also an important source of advertising revenue for the Club.
- Andrew McEntyre is the new CD, replacing Geoff Hays, who has served the Club very capably in this role for many years. Geoff may find he now has no excuse for not flying in contests.
- The new Canteen Coordinator is Debbie Walters, who replaces Geoff Hays. (It's nice to look forward to a hot 'burger or snag after a hard morning's flying.) Don't forget to support your club on Club and

Contest Days
by buying your
lunch. Bon appetit!

- The committee also discussed the use of the transmitter pound. It has been noted that on many occasions the pound is not used. If you refer to your Members Manual you will see that the pound should be used whenever there are more than three (3) pilots flying. This is the same as for the frequency board. However, it was also agreed that the position on the role of the pound would be reviewed in three months' time. So, if you have any thoughts about the pound, please let a member of the Committee have your views.
- Improvements to the Clubhouse: The lining of the Clubhouse walls was discussed. However, the meeting resolved this would not be pursued due to cost and difficulty.

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

Super Winter Specials



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OS 91FX	\$445
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OS 180FX	\$605

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MAGNUM 52	\$289
MAGNUM 54	\$335
YS 63	\$595
OS 30	\$321
OS 40	\$369
OS 52	\$390
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OS 120 SW	\$759
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From the Editors

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Hello to all.

We held another of our 7 cell competitions at the weekend where the scores are sent to the AEFA to be recorded towards their Postal Competition. Competitors come from NSW, Victoria and now Tasmania.

I have been a member of the AEFA (Australian Electric Fliers Association) for a couple of years now and have encouraged some of my fellow electric fliers to join. This is not a core club as such, so membership of LMAC is a prerequisite if you want to be a licensed flier.

Then why join the AEFA if you have to be a member of another club you might ask? Well for the same reasons as you might join the APA (Australian Pattern Association). At \$20 pa to join AEFA (includes a monthly magazine) it is not an expensive outlay to receive up to date information on where electric flight in Australia is heading and to be eligible to compete in the fun of a national competition.

We at LMAC are late starters as the mainlanders had already competed from February through to April before we started in May. As the final score is determined from the best 6 rounds (months), we have plenty of time to catch up. Interestingly, after our first

months' entry, of the 30 entrants, Tasmanians are ranked 17, 19, 22,23 and 29. Being Jacques, Greg, Kerry, myself and Geoff respectively.

Of the 21 competitors in May the Tasmanians, in the same order as above were ranked 8, 10, 12, 13 and 20th. Not a bad effort, considering the conditions we flew in! The table of all placings are shown in the clubhouse.

Congratulations particularly to Geoff Hays who in his first attempt at this competition (and really his first serious foray into 7 cell gliding) he has placed ahead of a mainland counterpart! He is improving and I am sure his score from the weekend will place him even higher when the June results come out.

If Geoff can have a go, why not the other guys with 7 cell gliders. There's no pressure, just the fun of competing against people on the mainland who you can't see!. Who knows, you could win the Sports category! The big winner will be an improvement in your skill level and this form of gliding is much more enjoyable when you understand how to do it well.

I've had a few projects on the go over the years but none as satisfying as

helping our only Junior member Cameron Aitken to build his first model. It has been going on for some time due to my trips away and Cameron's very hectic "social" life. He's a young lad involved in many things, cricket, football, air cadets not to mention the many times he's away helping the family on their rural property.

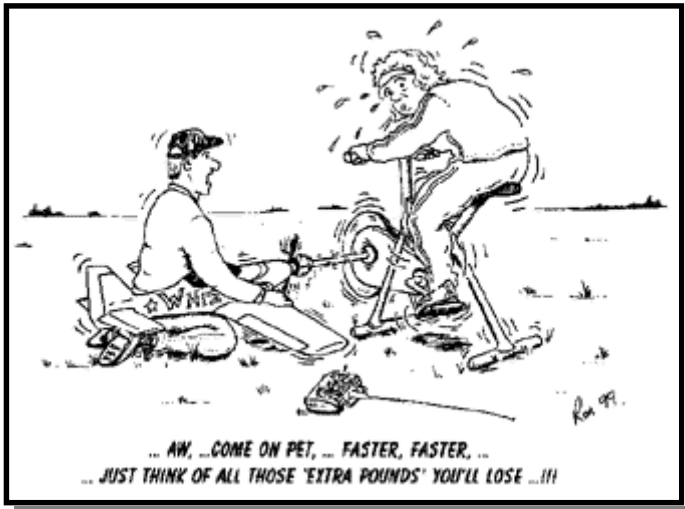
Weather permitting Cameron will see his new model take to the skies this weekend under the able control of P5 (President Pete Perfect Pattern Pilot). I am sure there are many more experienced builders out there than me, so next time put your hand up and take on a Junior and give them a hand—you might be surprised how

satisfying it is.

Li-Poly Cells— As mentioned last month these cells are the latest technology. I imported some and used them to great success. Four five minute flights without charging and still had 25% left! Not bad in a 60" span model.

Until next month.....

Put a spark in your life—Fly Electric— George & Kerry



PLANNING FOR (& DURING) BUILDING

-by Clay

PHOOEY! BLAST! GOSH—DARN IT!!!

Rats! I've done it again! Today, I just "framed up" the fuselage for a new plane—and once again, I did not drill a hole in the #2 frame for the throttle nyrod.

Oh, I'll get a hole in that 1/8" ply frame—I've had to develop techniques for this. But the hole won't be as accurately placed and will have a "buggered up" look—all because I didn't drill the hole BEFORE gluing in the frame.

A hole for the throttle cable is only one of a number of items that are so much easier to take care of when the pieces involved are spread out flat on your workbench, unassembled. Like appropriate holes for routing your receiver antenna.

Mounting arrangements for the servos. Extra supports for nyrods. Cut-outs for the radio switch. And in that #2 frame again, the holes for the wing dowels.

This list can be quite extensive—and unfortunately, most come in areas where a designer's plans don't give any help. This is not really the designer's fault—he leaves radio, battery, and pushrod installations up to you. YOU fit in the cables, pushrods, and antenna installations of your choice, in the style and type that you feel most comfortable with.

For instance, back to that throttle cable/nyrod. It's all going to depend on your engine and how you intend to mount it. A 4-stroke may require a

different set-up than a 2-stroke engine. An engine mounted horizontally will require a different cable routing than an engine mounted vertically. The cable or nyrod may have to go around a fuel tank; it may not.

Because of the considerable differences in types and mounting styles for engines, and the numerous ways of mounting and connecting servos to their respective control surfaces, it is improbable that a designer can cover all the possibilities. Very often, then, engine mounting and control layout is left to the builder.

So you, the builder, will have to do some design work. You decide how the engine is to be mounted. Then determine where the throttle arm will be, and then route the cable or nyrod, avoiding the fuel tank. Quite often, this will involve a hole in a frame or bulkhead.

Servo placement is dependent on their linkages to the corresponding controls, weight/C.G. considerations, and space available in the fuselage. Knowing where you want them allows you to locate mounting hardware and install appropriate reinforcement, beams, or whatever. This is all more easily done BEFORE the fuselage is half completed!

The same applies to control rods or nyrods—if you determine where servo horns and control horns are going to be, then you can draw in,

right on the plans, the routing for the appropriate linkages. Then it's relatively easy to allow for supports, clearances, exit points and so on.

Again, it may be easier and more accurate to provide for these items before fuselage assembly.

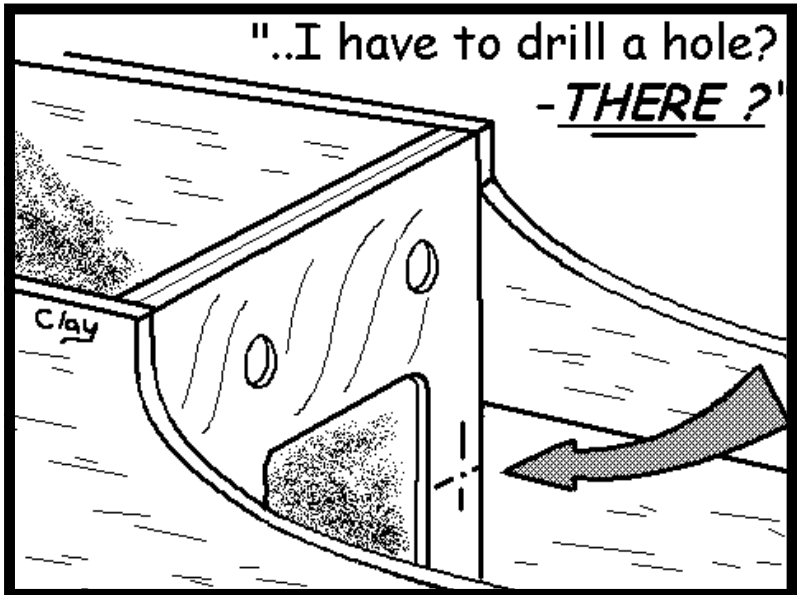
Oh, yes—your antenna! Whether you like it outside or inside the fuselage, figure it out early. An inside antenna definitely requires some planning. Determine where you want it to go, steering clear of servos and wiring as much as possible. Find a good exit point so it won't get wrapped around a tail wheel. Draw that in on your plans. Make appropriate holes while it's easy, BEFORE you glue the whole sheebang together!

You may find it easier to drill the firewall for the engine mount, fuel

tubing (and that throttle cable) before assembly. This is especially true in designs where the fuselage sides extend well forward of the firewall.

There are even some cases where prior planning is advisable before constructing the wing - the most obvious being a case where you add outboard ailerons run by a single servo. It's much better to have pushrod holes predrilled and bellcrank mount supports already installed at the proper angle before assembly.

Sure, I know - we all want to have something that LOOKS like a plane as soon as possible. It's hard to do the boring work first; planning, marking and drilling little holes before you even get on with assembly. But you may find doing just that is the best method overall.



DUAL RATES - the Good, Bad, and Ugly

by Clay

Usually found on radios with 6 or more channels, dual rates allow you, with a flip of a handy switch, to change how much servo response you get from a movement of your control stick. There is a switch for each channel involved, and an adjustment for each which allows you to "dial in" how much less response you'll get with the dual rate "on".

Dual rate use is fairly simple - with the dual rate "off" you get normal response; that is, full servo rotation with full stick deflection. Turning dual rate "on", you get only a certain percentage of the servo rotation you would normally have had at any stick deflection. That percentage is what you control with the adjustment on the transmitter. This is a nice capability - your plane can be set to be wildly responsive for aerobatics, yet with dual rates on, you can still fly very smoothly, for landing, for instance. Pattern fliers use this a lot.

THE GOOD. You could set your plane up such that with dual rate on, the elevator travel isn't enough to stall the plane, allowing smooth, stall-free flight. Turning the rate back up then would allow such manoeuvres as snaps and spins. Some folks use dual rates for landing only, to stop over controlling at slow speeds. Dual rate capability is super for test flying a new plane, when you're unsure of just how responsive the plane will be. The possibilities are near endless.

THE BAD. The radios with dual rates cost extra bucks. You have more switches to twiddle with, and to check before flight. And in dual rate, you're not using all your servo travel - they will not be as accurate as they are using full travel, nor as powerful.

THE UGLY. The problem is, that you get used to having a certain response from your plane, and expect that response all the time. With dual rates in use, you must remember whether you're "in" or "out" at all times so you know what responses your plane is capable of. A BUNCH of planes have been crashed that way; the pilot wondering why his plane wouldn't pull out of a loop like it normally did! Or on dual rates, the plane couldn't respond quick enough to overcome some turbulence on landing.

The Bottom Line. If you have dual rates and use them, you've got to know at all times where those little switches are set. If you don't use them, set them such that if the switch is turned on, you still have 100% travel; that way, it doesn't matter where the switch is. NEVER set the rate such that the plane is unflyable or only marginally controllable with dual rate "on".

You all know how Murphy's Law works, right?

Contest Directors Report

Geoff Hays

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Well winter is surely with us ,and our June's triple header has been run and won despite a few setbacks from the weather . The morning of 21st June was as you would expect for winter foggy and cold, as I travelled to the field at 8.30 am I scarcely could see my way in many places, in fact I feel embarrassed to say that I actually did miss the turn in to Symmons plains gate because the fog was so thick, and I had to back up about 20 meters or so.

It wasn't long before the stalwarts of Free flight were gathering in the gloom and the sound and aroma of the small diesels screaming away sometimes out of sight in the fog, and only about 30 metres or so away was inspiring to say the least.

The contest actually did get under way about 9.30 am but it was not without some deal of expectancy as to what might happen in the fog and the sniff of an air current at the time. We did end up with a model up a tree and another way out of sight up the paddock and not where the owners were looking, but I am pleased to say that all turned out OK in the end with all models accounted for.

The event was won by Daniel Penkevics from SEAT club with Bruce Nye also from SEAT coming 2nd followed by Tim Sydes and John deGroot 4th, Daniel established something of a record with 31 flights on the board in the 60 minutes, Tim and Bruce had 15 each and John had a few problems

right from the start and managed only 8 flights but all went well and all are keen for our next round in August.

Scores are:-

Daniel Penkevics	1867 pts
Bruce Nye	1391 pts
Tim Sydes	1226 pts
John deGroot	612 pts.

Following this we had a nice hot cuppa before embarking into the Old Timer event which incidentally also had 4 entrants, the fog was still hanging around a bit and when Greg put his model up it was not too long before it was out of sight for a few moments , but we seemed to encourage the sun to get a bit warmer and the fog just seemed to vanish.

There were no mishaps that I recall in this event and we flew 4 rounds of a set flight time with a landing on the strip to gain points.

George Carnie won this event with his Electric model with all scores being quite close for all competitors, Scores are :-

George Carnie	984 pts
Kevin Hay	980 pts
Greg Robertson	979 pts
Gerry deGroot	952 pts.

A good contest and one which all seemed to enjoy.

This was followed by lunch in the club house and it was nice to have some hot food and drink to offset the cold for a while (*our thanks to the ladies for providing this service it is much appreciated*).

Then around 1.30 pm we got the scale event under way and by now the forecast rain was getting closer and closer but thankfully it stayed away until all was completed.

We only had 3 entrants for the scale and 2 rounds only were flown, we had Mike Adams from Phoenix flyers with us and he won this event with his scale Electric model Chiltern racer. John Madden came 2nd with his great little AT6 Harvard (*made me feel a tad sad as I was hoping to have a go this year with mine but alas it is no more*) Kevin Hay flew his beautiful ¼ scale Sea Fury but had a landing problem on his first round and could not continue, no serious damage I believe.

Scores were:-

Mike Adams	1586 pts	2 rnds
John Madden	1390 pts	2 rnds
Kevin Hay	722 pts	1 rnd

Following this event the 7 Cell Electric group of which I am a part flew their June round (*this will happen each month*) for the AEFA 7 Cell Postal Competition which encompasses flyers from Vic, NSW, Tas and further a field I believe, there are 5 entrants so far from Tas and they are from LMAC. It would be great if a few more could become interested in joining with us in this .

The rounds are to be flown on the 2nd or 3rd weekends only each month so as to keep things as equal as possible.

Placings for June for us are :-

Greg Robertson	1 st
Jacques Wakae	2 nd
Kerry Gray	3 rd
George Carnie	4 th
Geoff Hays	5 th

All in all a very full day was had by all, 4 contests were run on the day and the weather did not upset us too much although it could have been better.

The next event on our Calendar will be a pattern day on Sat July 19th weather permitting.

In closing I would like to inform all members that there has been a change in the Contest Directors position , Andrew McEntyre will be the new CD when things settle down for him, so this may well be the last report that I will give you ,I have held this position for 5 years and have enjoyed the privilege of serving the Club in this way. I would ask that everyone in the contest scene support Andrew in his new appointment. Well that about wraps it up from me, so as always

Happy landings to you all

Geoff C.D.

MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.
Newsletter
NO. 2/2003

Accidents

The majority of accidents reported continue to involve injuries to modellers being struck by propellers. In the past twelve months we have had very serious accidents of this type with fingers being amputated by the propeller or damaged to the extent that they are next door to useless.

In our sport, and in general life, our hands and fingers are particularly vital, so let us make an effort to be extremely careful. Many of the accidents result from the person being momentarily distracted, overbalancing, not using an aircraft restraint during start up or just not taking care.

Let us try to eliminate these types of accidents by being extremely careful and warning others of potentially dangerous practices that you see. Also, do not distract a person when they are near an engine that is running and always tune your motor from behind, not over the prop. Safety glasses are a very wise precaution as well in case a propeller disintegrates for any reason.

Operation at 10kHz spacing.

As stated in the last Newsletter the M.A.A.A. Council approved the use of transmitters operating at 10kHz spacing. Current technology has improved to the point where equipment is available with the level of performance at 10kHz equivalent to that at 20kHz when that was introduced. In today's environment it is necessary to put a number of mandatory requirements in place to ensure that safety is not significantly compromised. Because of the higher technical requirement, testing stations need to have equipment with better specifications and will need to be approved to test to the higher 10kHz standard. In addition both the transmitter and the receiver will need to be specifically certified to 10kHz and will also need to be retested every year. Only if both transmitter and the receiver both have current certificates will they be able to operate at 10kHz spacing. If you have one transmitter and several receivers then every receiver that you want to use at 10kHz will need to be separately certified to 10kHz.

Because of the confusion that could arise with the imperial and the metric keyboard using different width keys for the same frequency spacing, the Silvertone© metric keyboard must be used by clubs that allow 10kHz operation. This makes it failsafe and

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it is recommended that clubs that continue to use the older imperial keyboard have a notice put on them saying that 1-inch keys are not allowed (as these would imply 10kHz). There are also restrictions on field layout for 10kHz such as that the pilots must be grouped together and no one must take their radio down the runway away from the flight line, for example to stand behind a model to take off or to recover a dead aircraft. The reason is that there is a reduced margin of safety with any equipment when the frequency spacing is reduced and these restriction are needed to ensure that operation is still acceptably safe. However people who fly models that are very fast or large may decide to continue to operate at 20kHz, as may any other individual or club. The reasons for this decision may be the extra requirements for testing, the keyboard or field restrictions or that there is not considered to be any need to be able to inter operate with the extra frequencies that become available. Because it is optional no one has to justify why they decide not to change from the way they fly now.

This has not intended to be a totally comprehensive statement of the requirements but only to give a good overview. Before any individual or club decides to go to using 10kHz it is essential that they look at Frequency Directive Issue 5 and make sure that they are familiar with the total requirement and will comply with it.

Election of M.A.A.A. Secretary & Treasure

A notice is also being published in the Australian modelling magazines calling for expressions of interest in the positions of M.A.A.A. Secretary and of M.A.A.A. Treasurer. The M.A.A.A. Secretary will also carry out the duties of Registrar unless he requests another person carry out this role with the approval of the Executive. The advert will carry the following text with expression of interests to be sent to the MAAA Secretary.

Any MAAA Affiliated Member who is interested in either of these two positions, to be elected for a one/three year team, is requested to register interest before 8th September 2003, when a full information pack and application form will be forwarded.

The Secretary position (three year term) is essentially full time at a salary of \$39,690 p.a. (subject to an annual review) plus superannuation and work cover

The Treasurer (one year term) is part time for a total remuneration of \$4,410 p.a. (subject to an annual review). (Note; The one year term is subject to a postal vote)

M.A.A.A. Manual of Procedures

The M.A.A.A. is currently producing a new Manual of Procedures & Policies. As the name suggests the document will contain the M.A.A.A. procedures and policies combined into one document. The M.A.A.A. Council approved the concept of the document at the 2003 Annual Meeting. The document is almost at a stage where it can be released.

The document is live and therefore will be continually amended, updated and added to. Due this, the size and volatility of the document, initially the State Associations will be the only ones issued with a hard copy. The document will also be produced in electronic format and will be available on the M.A.A.A. web site for viewing and downloading in Adobe format.

Some of the procedures and policies that are, or planned to be, in the Manual are;

Accident / Incident Reporting and Actions Procedure
Application For Exemption From CAR (1998) Part 101 Procedure
Application For Overseas Visitor Funding Procedure
Application For Temporary Ceiling Height Extension Procedure
Application to Register an Approve Flying Area Procedure
Appointment and Reappointment of Inspectors Procedure
Appointment of Radio Testing Stations Procedure
Close Fields Operation Procedure and Policy
Document Control Procedure
Field Purchase/Loan Application Procedure.
Frequency Directive
General Rules and Guidelines for the Operation of Model Aircraft
Heavy Model Aircraft Procedure
Legal Assistance.
New and Amendment of Procedures Procedure
Night Flying Procedure
Public Display Procedure
Recognition of National Special Interest Group Procedure
Requirements for Setting Australian and World Records
Risk Assessment Procedure
Team Manager Duties
Team Selection Trials Procedure
Turbine Powered Aircraft Procedure
Code of Ethics
Flying Field Spacing Policy
Frequency Synthesised Equipment Policy
Internal Navigation and Stabilisation Policy
Mobile Telephones at Model Flying Fields Policy

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Model Aircraft Sharing Airspace with Hang Gliders & Paragliders
Radio Certification Policy
27 MHz Model Aircraft Policy
40MHz Policy

It is hoped that the Manual of Procedures and Policy will be on the M.A.A.A. Web site before June 30th 2003. It is hoped that many questions formally sent to the State or Federal Secretaries will be answered by the use of the Manual. This will save everyone a lot of time and make it clear just what the proper process or policy is.

If you think of a procedure or policy that could be amended or added to the Manual please contact your State Secretary with the idea.

World Championships

This year there are teams representing Australia at the following world championships;
F1 Free Flight –

F1A Phil Mitchell (NSW), Vin Morgan (Vic), Nickolay Nickolov (Vic)

F1B Richard Blackam (Vic), Don Blackam (Vic), Terry Bond (NSW)

F1C Roy Summersby (NSW. Team Manager Karen Kinmore

F3A Aerobatics - Alfred Pye (Qld), Steve Coram (WA) & Bill Bloodworth (Vic)

F3B Gliding - Gregg Voak (NSW), Mathew Wood (Qld) & Ross Ginder (Qld)
Team manager Mike O'Reilly

F3C Helicopters - Robert Miller (NSW), Rick Mailath (Qld) &
Mick Warren (Qld)

F3D Pylon Racing - Ranjit Phelan (NSW), Rodney Donohue (NSW),
Frank Harrod (Qld) & Noel Davern (Qld). Chris &
Kevin Callow (Qld) are attending as the defending
World Champions. Team manager David Axon.

We offer them our congratulations at their commitment to the sport in making the Australian team and wish them good luck at the events. Special thanks should go to the Team managers who give freely of their time, as well as a hefty financial commitment, to assist the team members at the event. I am sure all competitors are very appreciative of their commitment.

FOR SALE

- **JR 3810 Radio Set.** 8 Channel, 10 models— 3 modes (Helicopter/ Acro/Glider)—Includes Transmitter, Receiver, and Charger. In original box and in as new condition—**\$400**
- **Aluminium Transmitter Case \$50**
- **Defender 7 Cell 1.8m Electric Glider**—Includes 1002D LG motor and 3:1 gearbox, 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**

Call George 6398 2141

For Sale:

Aerobatic slope soarer "Super Ridge Runt". Unflown; selling to make way for other models.

Model has balsa-skinned foam wings, T-tail. Fuselage is nicely finished in white enamel with red trim. wings finished in white Monokote. All hinges are pin type for low servo drag. Wings are set up for independent aileron servos type NES371. Rudder and elevator are set up for NES331 servos, However, radio gear is NOT included. Skid and tow hook are fitted for towline launch. **\$150.**

See or call Gerry de Groot 6369 5284.



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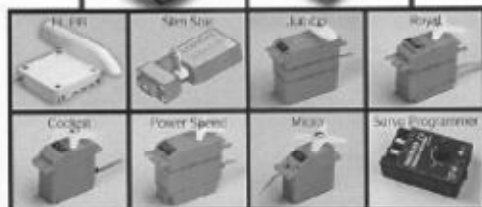


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Kerry & Julie Grey relaxing at the Annual Dinner and showing a good time was had by all!!!

Good to see Cliff was being “supported” by his lovely wife Debbie on the night of the Annual Dinner

Coming Events



DATE	EVENT	DETAILS	TIME
July 19	Pattern	Round 1	9:30 am
July 27	Glider Day	Frogmore	9:30 am
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

“**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

Some snaps from the Annual Dinner at the Riverside Hotel on June 6—Good time was had by all.



Peter receiving one of his trophies on the night.

Kevin Hay with his well earned trophy for the winner in Division A
Congratulations Kevin!



Not sure if Nigel is—blessing the trophies in front of him (that were not his by the way), ordering another drink or hiding from the camera.

