



# PROP TORQUE

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<b>EDITOR</b>	George Carnie	6398 2141
<b>Committee</b>	Geoff Hays	6344 1920

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



## FOR SALE!!!

Due to an editorial oversight (I forgot!), Merv C's ad didn't go in last month's magazine so this is my compensation to him—A *Front Page Advert.* turn to p17 for full details.

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

# AUGUST

# 2003

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# **CAPTAIN'S REPORT**

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



Captains Report.

Hi,

I'd like to say thankyou to all of our members for the quick response in sending the increase insurance levy to the Committee. It has enabled the secretary to get the cheque and relevant paperwork to the TMAA well within time so all of us are once again insured. I would also like to point out that LMAC has an enviable record regarding insurance claims and we must try to keep it that way. Well done members.

Club day, (2nd Aug), saw a three part competition run by our new CD Andrew and aided by our old CD Geoff. All seemed to go well and I'm sure the CD's report will contain the finer bits along with the scores.

I feel a gripe coming on. With three events going on, (Free Flight, Old Timer and Scale), it would have been nice to see a few more folks taking part. Last year we held just one of these multiple events and the turn out was brilliant so this year we increased the number of comps only to find less competitors, doesn't make sense.

My fun fly is up and running "*again*". Flies well but it's funny how quick you can become fed up with something like that. I'm already looking for the next model to build. I think the cause must be the amount of times I rebuild the thing. 3

times is the count and getting slower each time.

I ran a Judging clinic last Committee/club night for those interested in finding out a bit more about judging. From the feedback I've had it seems it was a success. Thanks to those who could make it. I hope nobody was bored.

Apparently Kerry Carnie learnt so much she is taking up pattern flying to show George how it's done. I believe he brought it on himself when he started judging Kerry whilst she was doing the ironing. "That crease is not vertical and the 45 degree angle in my tie is not centered". You'll never learn George.

I was pleasantly surprised to see Dave Jacobs turn up at the field with his new Art Chester Jeep. He recently finished the model and is raring to go but unfortunately had a small problem with the planes motor. Never mind Dave try again next week. Always nice to see well built and finished models at the field. It shows there's still a keen interest out there. Perhaps there's an article on this particular plane Dave. I'm sure we all would like to know more about the model.

With spring just around the corner and

*(Continued on page 4)*

(Continued from page 3)

hopefully the finer weather on it's way the newer members of our club who are learning to fly will have more opportunity to get in the air. So I say to those folks hang in there because you will be taking off and landing soon.

My Mum still remembers the first time I tried to fly because I nearly took her teeth out with the undercarriage as the plane

passed close by. Mind you she nearly took my head off with her right hook. She doesn't come flying with me any more. My point?. If you can't yet fly a model wait for an instructor. You know it makes sense...

Be safe and see you at the field...

Pete...

### SECRETARY'S REPORT

Gerry de Groot

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[degroot@tassie.net.au](mailto: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:** The turbulence generated by the last insurance increase (\$35.50 for Senior/Pensioner members) seems to have subsided. However, many clubs have been holding their breath over the question of how many members would resign as a result of the rise. Well, in the case of our club, I'm happy to report that not only have we not lost any members, we are actually growing, with another new member (Adrian Benson) joining this last month.

- **Club Constitution:** The Committee will shortly start examining the Constitution to see if it needs updating, following advice that it could be deficient in some areas, particularly in respect of the taxation rules for non-profit organisations. This will be an on-going process.
- **TMAA Directorate:** The TMAA is currently putting together a directory of Tasmanian model aircraft clubs. This will include details of all office-bearers and committee members of all affiliated clubs. This will be useful information for anyone wanting to contact other clubs in relation to contests and functions.

- New Member: The Committee is pleased to announce new member Adrian Benson of George Town. Adrian is very keen to learn to fly radio control and we look forward to seeing him at the club on a regular basis. Please make him feel welcome.

A reminder that if you have anything you would like to bring up at a Committee meeting, you are most welcome to do so. You can either come along to the actual committee meeting and present your query in person, or you can ask any Committee member to represent it on your behalf. I mention this because some members are under the impression that no-one can attend committee meetings since they are "closed". In fact they are closed only for general attendance, but anyone is welcome to come along to discuss a specific matter, should they wish to do so. You can also then join in the general aeromodelling chat afterwards. This is always good value - after the last meeting, El Presidente Kidson gave a very good talk on assessing aircraft manoeuvres for pattern competitions. Most informative (and I'm not even a pattern flyer!)

Could this be Pete building his latest "scale" model??



Keys: A reminder that frequency keys and clubhouse door keys are available from the Secretary for the princely sum of \$3.00 each. In the case of the frequency key, it is yours to keep forever. However in the case of the door key, the \$3.00 entitles you to its privileges for as long as you remain a member, but the key remains the property of LMAC. Should you leave the club, you are required to return the key to any Committee member.

That's all for now

Happy (and safe) flying.

Gerry de Groot



# From the Editors

George & Kerry Carnie  
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6398 2141 or 0418 134 672



Hello to all.

Not a lot to report from me this month. Just when you think the weather is taking a turn for the better with a few early frosts and beautiful calm days, down comes the rain again. A few balloon tyres on my chair wouldn't go astray.

You'll have read Captain Pete's report and his comment about the Pattern Clinic where he suggests I might have criticised Kerry for her ironing prowess—don't be silly Pete, I know better than that, any criticism would see me out shopping to refit my wardrobe with permanent press clothes because I'd never get anything ironed again.

Talking about Pete's article, he also comments about his Fun Fly and the rebuilding process he has gone through with it. I think it's had three outings and 3 crashes! Last weekend, after the competition had finished, Pete was seen surreptitiously placing a rather worse for wear Fun Fly into his van. Not happy with just trying to hover it, he has now added a new routine, **cart wheeling** down the runway! No mention was made of the result of his latest routine as he slipped it quietly away. Gee Pete if this is what Fun Fly is all about I think I'll give it a miss. Remember never pick on the editor ☺

You'll notice a new advertiser in the

magazine, Gliders Australia. Don't let the name confuse you, they sell a lot more than Gliders. They are the Australian agents for Multiplex and they sell all sorts of equipment from radio sets right through to full F3B competition models. Bill Bland is the principal, ably assisted by Gregg Voak. I've said it before and I'll say it again, these advertisers support your club -

- Birchalls
- Perth RC Models
- Gliders Australia

Please show your appreciation by supporting them. If an interstate purchase, inexpensive Express postage, means most items you order are no more than one business day away. Check out the catalogues and pricelists in the clubhouse for more information or call any of the retailers for more information. Brian at Perth RC flies a lot of electric right through to F5B. I believe he is also the largest retailer in jet engines so whatever your fancy he's probably got it.

Not only do Gliders Australia sell the gear but they use it in world championship competition as well. Greg has recently represented Australia at the 14th World F3B Championships held in Germany coming 13th out of 73 entrants with a score of 19923.62 (96.65%). An

excellent result with 1st place 20613.69 (100%). Matthew Wood was the next placed Aussie at 32nd (19164pts 92.97%). Martin Weberschock is a name known to a lot of us and Martin came in 4th.

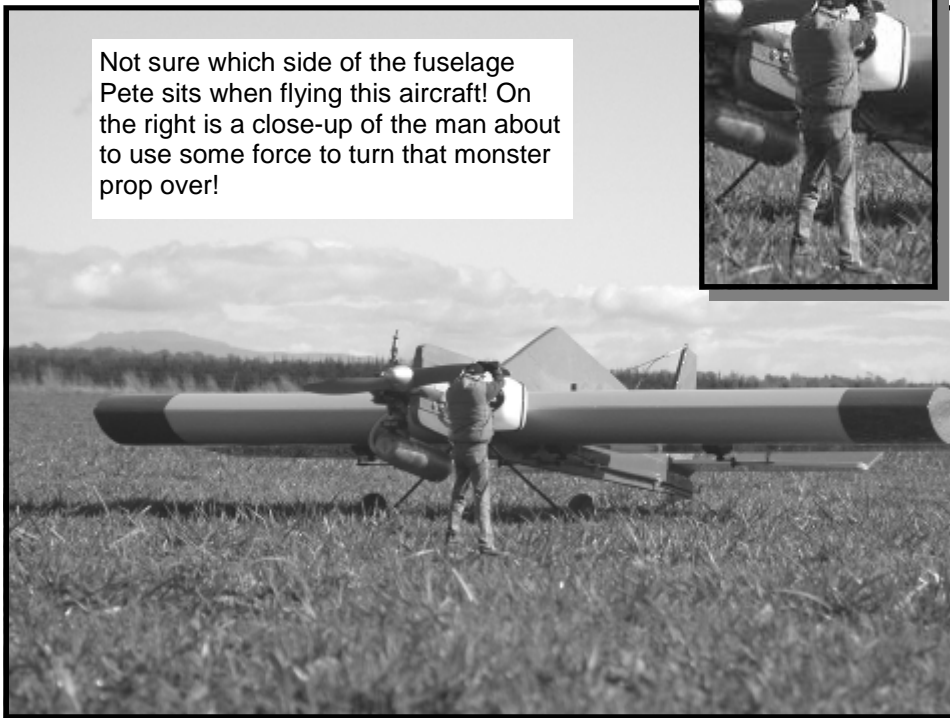
There was some discussion at the last Scale competition as to what constitutes a Scale model. Pete was adamant that his Fun Fly should qualify. He had the full size version to prove it. So armed with my trusty camera I headed off to see if Pete was telling the truth. To my amazement he was!

I couldn't wait to get the camera out. Pete then said he'd give the prop a big swing and start it up. The evidence is shown below. Look out for Pete's Fun Fly in the next Scale Day it's the closest representation I've ever seen.

Until next month.....

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

Not sure which side of the fuselage Pete sits when flying this aircraft! On the right is a close-up of the man about to use some force to turn that monster prop over!



# Super Winter Specials

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EPP	\$123
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## NEW ARRIVALS



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# Contest Directors Report

Andrew McEntyre  
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Hello to All

Since the last report there has been two competitions held at the field the first being a pattern competition on July 19th and the Old Timer and Scale day on Saturday August 16th. Firstly to the Pattern Day only 5 competitors turned out which was disappointing as the weather turned out a beautiful day. Many members were at the field to view the Pattern competition and also helped with the judging of each competitor. The results from the Pattern day are as follows.

## **Sportsman**

1st Andrew McEntyre

## **Advanced**

1st Peter Kidson; 2nd Kevin Hay

## **Expert**

1st Scott Kay N.W.A

## **Masters**

1st Garry Anderson N.W.A

The next Pattern day will be held at the field on Saturday the 30th of August.

Now to the results for O/timer and Scale day held last Saturday 16th August; What a great day, the weather and wind was in our favour. A number of spectators and members were present to watch some good flying by competitors in the Old Timer and Scale events. The Scale models were judged not only on their flying skills but also on the presentation of their models (no not their wives). I noticed some very

nicely presented models such as Kevin Hay with his Stamp and Cliff Walters Piper Cub and John Madden from NWA with his Extra 300.

These are just a few of the models flown in the Scale event. Greg Robertson entered Cliff's Piper Cub in the competition and it looked like he was enjoying the flying and took home a prize card; no prize card this time Cliff.

The Free Flight competition was cancelled as only 1 competitor turned up on time. Dave Jacobs had his Free Flight model with him but he had a slight altercation with the steel hanger shed on a test flight. Here are the results for the Old Timer and Scale Day.

**Old Timer.** After 4 rounds flown for the 5-minute duration timed event.

1st Andrew McEntyre

2nd Greg Robertson

3rd Kevin Hay

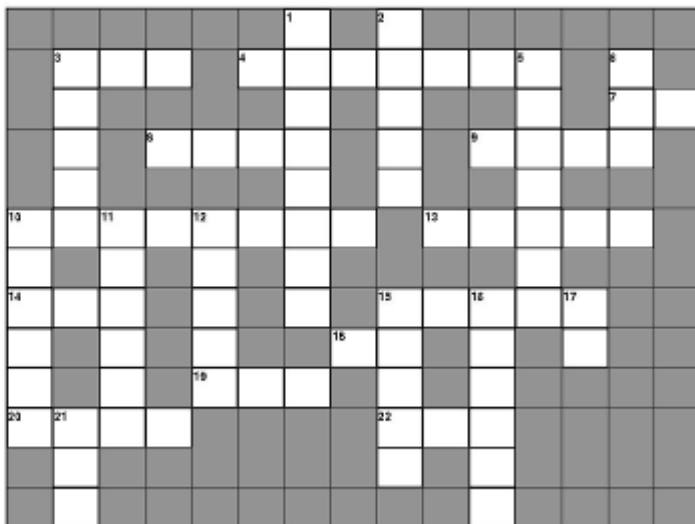
## **Scale Event**

1st Kevin Hay; 2nd Greg Robertson; 3rd John Madden NWA; 4th Derril Kay NWA

Thanks to everyone helping with the running of the competitions. That's all for now until next time ..

Happy Flying *Andrew C.D.*

# CROSSWORD



## ACROSS

1. German WW2 Glider
4. \_\_\_\_\_ Porter aircraft
7. Receiver abbrev.
8. Cell type
9. F106 Delta \_\_\_\_\_
10. HMS \_\_\_\_\_ aircraft carrier
13. Our Treasurer
14. Imperial weight
15. Me 163
18. Messerschmidt abbrev.
19. Expert
20. Scarce
22. Rx technology

## DOWN

1. Pete's fun fly
  2. Volts x Amps
  3. Go 145 manufacturer
  5. Supermarine \_\_\_\_\_
  6. \_\_\_\_\_ Chester Jeep
  10. Gloster \_\_\_\_\_
  11. \_\_\_\_\_ 60—Old Timer model
  12. Kevin Hays scale winning biplane
  15. 2002/03 Division A winner
  16. Regular NWA visitor
  17. Transmitter abbrev.
  21. Unit of current
- (answers on page 19)

# IPD Receivers

(Member Information Article)

## IPD RECEIVERS

... more safety for your valuable models!

The abbreviation IPD stands for Intelligent Pulse Decoding, the “intelligence” being provided by a micro-processor in the IPD receiver. The processor analyses the signals received from the transmitter, processes them and passes them onto the servos.

### IPD Technology offers modellers the following advantages;

1. **Only valid signals “get through”.** The IPD receiver only considers a signal valid if its length lies within the range 890  $\mu$ sec to 2350  $\mu$ sec. These are limit values which cater for most radio control transmitters—even those not made by Multiplex.
2. **Invalid signals are replaced (HOLD MODE)** If an invalid signal is picked up, the receiver rejects it and passes on the last valid signal received. It continues to do this until a “good” signal arrives again, upto a maximum of 0.5 seconds. This action alone suppresses much interference or at least reduces its effect.
3. **“Safety setting” (FAIL-SAFE)** In the case of total signal failure. If no valid signal is picked up for a period longer than 0.5 sec, the IPD receiver moves the servos to a freely programmable position (FAIL-SAFE settings). This provides a measure of safety (e.g. throttle closed) should massive interference occur. It also avoids servo damage caused by uncontrolled movements if the model should “land out”.
4. **IPD is compatible.** You can exploit the advantages of IPD with all transmitters which operate using the FM PPM transmission mode (currently the most common mode) and which deliver 2 to 9 channels. This means that you can benefit from the advantages of IPD even if you do not use a MULTIPLEX transmitter. Be sure to use the manufacturers crystals in your transmitter.
5. **IPD monitors reception quality.** The receiver analyses the signal and adjusts it automatically in accordance with the current reception quality or field strength. Powerful signals are passed on to the servos directly but the weaker the signal becomes the more intensely it is “post-processed”. This means that the IPD receiver calculates the nominal servo position from several groups of signals which it picks up. This greatly reduces the effect of any interference but—in contrast to PCM—the slower response makes the pilot aware that there is a problem. In this way the pilot receives a warning that all is not well and he can respond appropriately.

## **Multiplex IPD exploits Intelligent Pulse Decoding to improve interference reception.**

For years PCN has been our only method of minimising interference at the receiver and of programming a fail safe position for the servos if an undefined or invalid signal was received.

Now these advantages are available at low cost with any PPM transmitter you already own and without the drawbacks connected with a PCM system—just use an IPD receiver.

The Multiplex profi series 3010, 3030, 4000 and the Royal Evo series all have scanner and channel check options available. Even Cockpit features the channel check option so when you fly Multiplex, you know you can go with complete piece of mind.

Combine any of these superb transmitters with the advanced features of Multiplex IPD receiver technology and enjoy safe, high definition remote control as never before.

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# Scale Day Snaps



Dave Jacobs' Art Chester Jeep. Nicely finished scratch built model.

Derril Kays' Pilatus—another nicely finished model and thanks for paying us a visit Derril!



**MODEL AERONAUTICAL  
ASSOCIATION OF AUSTRALIA INC.**  
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**N O . 4 / 2 0 0 3**

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

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

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

### **Insurance**

Once again this year it was extremely difficult obtaining a suitable insurance cover for the members. The M.A.A.A. sent out seven “packages” to brokers all over Australia seeking quotes for our insurance requirements. In the end we received only two quotes. One was from an unauthorised insurer, that is not AFTA approved, and one from the company that we finally accepted. The Insurance quotes were discussed by a specially convened Council Conference. The policy package that was accepted, from a different broker to last year, represented a cost increase of 76% over our insurance costs last year. Better than the 200% increase last year, but still not good.

It was very obvious that the insurance market is still extremely volatile and difficult to obtain the coverage that we require. Some insurance people are predicting the difficulties and price rises to continue next year, whilst others say the worst is over. I guess we will just have to wait and see next year.

The Association has four insurance policies in place;

- Public Liability, Products Liability (including member to member cover) – \$20,000,000
- Civil Liability Professional Indemnity
- Sports Injury Insurance (Personal Accident Cover)
- Directors and Officers Liability

*(Continued on page 14)*

*(Continued from page 13)*

Copies of the policies will be available in the near future and any one requiring a copy of the policy should contact their State Secretary.

All will be aware of the fairly steep rise in M.A.A.A. fees this year, for full members from \$73-50 to \$110-50. It should be noted that the entire price increase for full members was due to insurance costs. The association has been very vigilant in keeping its “administrative” cost to an absolute minimum. The M.A.A.A. and State Associations are very fortunate that there are many members who give freely of their time and effort to assist running our great sport. These volunteers contribute greatly to keeping our costs down. All should thank them for their tireless service.

### **Insurance Excess.**

The M.A.A.A. Council decided to keep the insurance excess for third party claims, the amount to be paid by the person or association on which the claim is made, to \$250. This was done even though the current policy has a \$10,000 excess on each claim. Last year the excess was \$2,500.

This means that for each claim the person, or association, on whom the claim is made, has to pay the first \$250. The M.A.A.A. then pays up to the next \$9,750 and then the insurance company starts to pay. Naturally the M.A.A.A. could not afford to pay these large excesses out of its reserves. To make provision for the payment of this large excess an additional \$10 per members was included in the fees. The amount collected will be put into a fund to cover the excess payments and hopefully will not be fully used and so will gradually build so that in the future we can look at increasing the excess to try to get lower insurance costs.

The excess on Personal Accident claims is 7 days for weekly benefits and \$50 for all other losses.

As you can see, it is to everyone’s benefit to work toward minimising insurance claims and hence the amount we have to pay out on excesses. The best method to reduce claims is for us all to fly and operate safely. Please take an active interest in safety and set a good example yourself. A good claims record is very important in obtaining coverage next year.

### **Household Insurance Policies.**

I have received several queries from members asking why they cannot use their household policies, as they believe that they provide coverage for model aircraft activities. Whilst some household policies do cover our activities many do not. I have also been advised that one large company that currently does is actually changing their policy in August to exclude coverage of model aircraft with a wingspan of greater than

1.5 metres. The reason I know this is that my household policy is currently with this company and the broker has advised me of the impending change.

Many members have identified the fact that they consider the most important aspect of insurance to know that the person you are flying with is covered so that in the unfortunate situation where a large claim is made on a fellow club member everyone knows that there is adequate insurance cover. If we were to go down the path of allowing household insurance policies, who would look after the administration of it to ensure everyone has the appropriate cover. Just think of the problems associated with keeping track of whether a person's policy covers all models, when it expires, is the policy current etc. I doubt if any club could get a volunteer to take on such an arduous responsibility.

### **Late Advice of Fees**

As many of you will be aware this year the announcement of the M.A.A.A. fees was very late. This was entirely due to the insurance companies steadfast refusing to give quotes until about two weeks before the start of the policy period they were quoting on. This was on June 30<sup>th</sup>.

The M.A.A.A. has taken action that will enable the fees to be set by late May of 2004. This will give everyone about a month to get their fees paid. I know some clubs may still have a problem due to their financial year not ending on June 30<sup>th</sup>. I strongly suspect that insurance companies will continue the practice of not giving quotes any earlier than two weeks before the end of the policy. Therefore, if the advice of fees in late May will cause your club a problem, maybe the club should look at altering their financial year to end on June 30<sup>th</sup> or another strategy to overcome what will be reality in the immediate future.

### **Paid Instructors**

This year the M.A.A.A. is requiring paid instructors who wish to be listed on the M.A.A.A. insurance policy to pay \$50.00. This has been brought about by the big increases in insurance cost and the expectation that they should contribute towards the cost.

To be listed on the M.A.A.A. policy as a paid, or professional, instructor the person MUST have the M.A.A.A. Instructor Rating. They should also have the permission of the club or clubs that they intend to operate from. Applications to be listed on the policy should be made through your State Association who shall verify the M.A.A.A. Instructor rating of the applicant and then send the application to the M.A.A.A. Secretary who will arrange for it to be sent to the insurance broker. Paid Instructors must advise the M.A.A.A. Secretary each year that they wish to continue.

*(Continued on page 16)*

*(Continued from page 15)*

### **Difference between UAV & Models**

Now that CASR Part 101 has been operating for some time there appears to be a little confusion as to the difference between a UAV (Unmanned Aerial Vehicle) and a Model Aircraft. Basically a model aircraft is used for sport and the pleasure of flying it. A model aircraft that is used commercially or for gain is a UAV. The only exception to this is the use of a model aircraft for training purposes.

If you are using your model aircraft for commercial purposes, such as aerial photography etc for commercial gain or payment, you are operating a UAV and therefore come under the CASA regulations for them. It is also most likely that you would not be covered by the M.A.A.A. insurance policies.

### **Electric Models**

There have been a couple of reports where electric models have “gone crazy” just after take off. It is recommended that all models be range checked before the first flight every day. An engine running range check for an electric powered aircraft is also recommended due to the possibility of radio interference of the electric motor and/or speed controller.

### **Manual Of Procedures**

By now several of the procedures and forms that make up the M.A.A.A. Manual of Procedures are listed on the M.A.A.A. web site. Please have a look at these and download them if you require. More procedures are being written and will be added as they are completed. State Secretaries will be sent a complete hard and electronic copy of the document in the very near future.

If you identify a procedure or form that you consider should be prepared please contact you State Secretary with the proposal so that it can be considered. It is important that as many of our procedures are documented as it certainly makes it easier for everyone to find out how things are suppose to operate/happen.

### **Interstate Events**

If you want to know what events are happening in other States check out their web sites. Most State Associations have web sites and these are linked to via the M.A.A.A. web site. Log on and have a look. Attending events anywhere is great fun and just part of the enjoyment of our terrific sport.

### **Nationals 2004**

Do not forget that the 2004 Nationals will be held in Bustleton in W.A. between Saturday April 13 to Friday April 23<sup>rd</sup>. A great time is assured and if you have ever considered visiting the West why not make the effort in 2004. Bustleton is a very nice place with lots to see. See the M.A.A.A. web site for a link to the Nationals.





### **FOR SALE**

- ★ **75" Span stand off scale Fly Baby (as shown on the front cover). Powered by OS 80 and a proven docile flyer.**
  - Bare model **\$275**
  - with motor **\$475**
  - with motor and 5 servos **\$575**
  - Complete ready to fly **\$675**
  
- ★ **Sterling Models Kit 72" Span Piper Super Cruiser Kit.**
  - Suit 46 to 75 power
  - 3 or 4 channels
  - Nice model for someone who wants something better than a Cub.
  - **\$100 or \$125 with wheels**

**Call Merv Cameron 6344 5614**

# MULTIPLEX ROYALEVO

The ultimate hand held digital transmitter.

Now available in Australia with SYNTH tx module

- Low-cost standard RF module with plug-in crystals, or optional synthesizer RF module with software channel selection.
- Superbly balanced, ergonomically efficient case, suitable for hand-held or tray use.
- Folding graphics screen with variable contrast.
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- Ergonomically moulded stick tops.
- Unrestricted assignment of transmitter controls, switches and servos.
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- 4 flight phases per model memory.
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- Dual digi-adjusters.
- 5 timers.
- Comprehensive set-up and mixer facilities for fixed-wing models and helicopters.

Despite it's many cutting edge features, Multiplex Royal Evo is probably the most simple to operate and easy to understand transmitter you will ever own.

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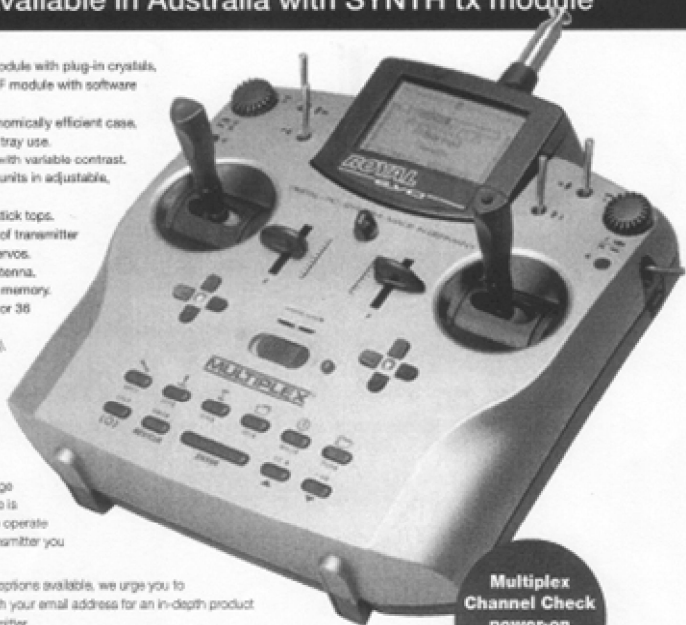
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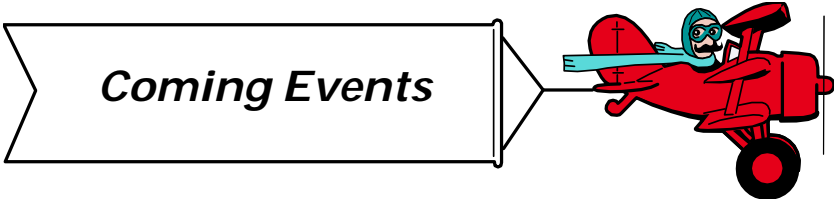
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**Multiplex  
Channel Check  
power-on  
guard system**



Crossword Answers

ACROSS		DOWN	
3. GFS	14. Ton	1. High Five	15. Kevin
4. Pilatus	15. Komet	2. Watts	16. Madden
7. Rx	18. Me	3. Gotha	17. Tx
8. NIMH	19. Pro	5. Seafire	21. Amp
9. Dart	20. Rare	6. Art	
10. Majestic	22. IPD	10. Meteor	
13. Cliff		11. Junior	
		12. Stamp	



DATE	EVENT	DETAILS	TIME
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
Oct 17	7 Cell Electric/All Models Fly In	Round 3/1	9:00 am

<p><b>“BOLD”</b> text denotes LMAC events</p>
<p>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.</p>
<p><b>“Club Day”</b> is the first Saturday in each month. <b>“Cafe Symmons”</b> will operate each Contest Day and Club Day. <i>(Please come along to both these events. These are important fund raising events for your club . Ed.)</i></p>

# Candid Camera



Dave Jacobs and his scratch built Chester Jeep. A few motor problems prevented it flying on the day.



Kevin Hays Stamp biplane now fitted with a Ryobi motor to give a very realistic sound and look in the air. Winner of the Scale competition.



The competitors at the recent scale / old timer day. From L—R Derril Kay (NWA), John Madden (NWA), Greg Robertson, Kevin Hay and Andrew McEntyre (CD). Andrew 1st in Old Timer and Kevin first in scale.