



February 2009

# Prop Torque

From the President

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Hello All

Welcome to the first Newsletter for 2009. I hope that this year turns out to be a really good year for all of our members and their families. It was very nice to see so many participants and spectators at the recent club glider competition. The weather was very good, but the wind was a little trying at times, often swinging through 180 degrees, making it necessary to launch downwind on occasions. On the subject of launching, I want to thank our VP Greg Robertson for so patiently (and consistently) launching other competitors' gliders (mine included). This was very welcome as some of us are still not at home launching with the winch. In my own case, my glider is a vintage model now some 33 years old; it was interesting to watch the wings flexing at the wire joiners on more than one launch. As well as the variable wind direction, the lift was quite poor until well into the competition. For the first two rounds, the lift was very localised with a lot of sink. How do I know that? Well, I think I found most of it! We had agreed to fly 6min rounds and only a few flyers managed to score well. After the second round was finished, we retired for lunch, after which the thermals seemed to be larger and stronger.

There were some nice highlights worth reporting: Dave Jacobs getting caught in a strong thermal and going higher than even he thought possible, the pilot (who shall remain nameless) that thought we were flying *five* minute rounds, but got so high (with his glider, that is) that by the time he could land he was over six minutes anyway (his model had no spoilers). Another pilot, whose transmitter was almost pulled from his hands (strong thermal?) causing him to accidentally operate his airbrakes and lose a lot of height. He recovered the situation by expertly working a very small thermal to then land very near the spot and almost right on time!. Richard Cooper brought his own winch (thanks Richard) and his Sophisticated Lady (model, that is) and flew very consistently. All in all a great club event. Thanks to all who came and flew or helped. This description of the event is only an overview and has been included to tell you how much fun we had; full results are reported elsewhere. On a personal note, I'm still building my 40" span discus launch glider, the Apogee Sport, designed by Dr Mark Drela the aerodynamics expert. The kit has beautiful laser cutting and is of balsa, with quite a bit of carbon

reinforcement. When finished it will weigh around 100gm, including a single Lipoly cell of 150mAh to run the radio side of things. That's all very well, but it's the only model I've built where there is a different template used to shape the wing at each rib (there are eight ribs in each half wing). This has made for a very time consuming build, but one that should repay time invested with good performance. (Then I've got to learn how launch discus style, but that's another story!) Finally, please remember the 7 Cell Electric Glider State Championships to be held on 21st March. This again should be a great day and our club will be on the map, being a State Competition. I look forward to seeing you at the flying field, hoping to catch a lift bubble or two.

.....Gerry.

## From the Secretary

Geoff Hays: 6326 7967 / 0408 559 606

email: ghays7@bigpond.com

Hi all,

Well here we are again at the beginning of another year. How they seem to be just slipping away: it doesn't seem all that long ago since we saw in the new century, and now we are 9 years into it.

I don't suppose that any of us may see in the next one, but you never know.

I hope you all had a nice restful time over the end of year's break and have come up ready and eager to get going again.

At the committee's first meeting for the year we had a fair bit of correspondence to deal with but really not a lot to report on. Members will notice in the clubhouse there is a sign on the notice board regarding the forthcoming 7Cell electric State Glider Championships to be held at Symmons Plains on the 21<sup>st</sup> of March, we hope that this will be a good event and a good rollup. If you are not into Electric Gliding don't let that stop you from coming to the field on that day, and join in with what's happening, we will need plenty of time keepers to help keep things moving, and of course there is the lunch time BBQ to share in. I feel sure that there will be a spot for those during

the day to have a fly even if you are not in the Electric Gliding team.

Maybe there are some of the members that are not aware that the ceiling height for flying our models at LMAC is now 1000 ft agl (above ground level); this is contrary to the sign on the front of the clubhouse that says 300 ft agl. This is to be changed and may well be done before you read it here.

At our meeting we accepted the applications for membership from father and son. Kane and Jay Williams, we welcome them into our club so please make them welcome as you see them at the field. Kane was a member of our club before, in the early 90s

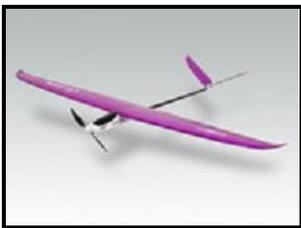
Greg Robertson made known to committee an idea that he has come up with for another Electric Glider, that of a Thunder Tiger 1500 Hawk that comes with brushless motor., spinner and I believe an ESC as well. He informed us that he had around 10 orders so far for one of these kits and it seemed that this would be a good thing for us to have the same model for a contest that we could formulate. At this stage there are some that have ordered a kit that are not into gliding.

Price is around \$120.00 but he is hoping to source a bulk buy and this may well bring the price down. So if you are interested then contact Greg for more details He is thinking of the end of March as a deadline for orders.

You will find enclosed with this News Letter the last of the MAAA newsletters for 2008 that came out too late for our December issue.

Well that wraps it up for me for now but I leave you with this little thought: -  
**"They should put expiration dates on men's clothes so that we men will know when they go out of style."**

Happy Landings all  
**Geoff.**



**Thunder Tiger e-Hawk 1500** To complete the model requires (excludes normal build materials and Rx).

- Min. 18A esc
- Lipo 1200mAh max
- 3 x micro servos

Using Model Flight equipment, the price for these items would be around \$210 plus freight. Using alternative sourced equipment would be under \$100 plus freight and subject to selection even lower. A price table will be placed in the club house.

## From the Contest Director

Chris Klimeck: 0458 448 674

email: [cklimeck@bigpond.net.au](mailto:cklimeck@bigpond.net.au)

### Scale Day January.

What a lovely day it was , I didn't organise a competition as such , but I did ask a couple of our members to be secret judges.

A bit of a mixed bag as far as results go with Peter Daniels scoring Fred's Decathlon as best take off, Terry's Giles for best landing & My Fly Baby in mono plane version as best realism in flight.

Greg scored Daniel's Pitts for best landing & my Fly Baby mono for best take off & realism in flight.

I must say I was rather preoccupied on the day with my wife & 2 of her friends & their children making a visit not to mention the set up & inspection of the Flybaby for heavy models certificate by Merv Cameron before I could take it up on its maiden flight in this configuration. I was very pleased with its performance and must

admit that although I really like the look of biplanes, it does have a real presence in the air in mono plane form. Handling is more responsive yet stability is improved, not that it isn't rock solid in the air as a biplane.

Thanks go to our judges & all those who turned up to fly.

### Thermal Glider February

It was a top day for this event. Despite the wind changing direction every 10-15 minutes, or so it seemed, it was still possible to conduct the whole event without having to reset the tow lines. 7 entrants splashed the cash to sign up and have a go. Dave Jacobs got things off the ground by being the first one up, returning a time of 324 seconds and 50 landing points to be the first round leader.

Two rounds were held before the lunch break with

3 rounds following lunch. There were some ups & downs with the elusive search for thermals. At one stage while I was timing for Richard, he was about 50 feet off the deck with 3 minutes to go, when I got distracted with another model landing , expecting Richard to be down any second. By the time I changed my attention back to Richard, I had to apologise to him and tell him he had better get down fast as he had only 20 seconds left to max out! As he was about 200 feet up at this stage, I also suggested that he should put the nose right on the marker for maximum landing points which he did!

Final scores:

Greg Robertson	1630
George Carnie	1545
Richard Cooper	1355
Dave Jacobs	1345
John De Groot	1161
Gerry De Groot	759
Geoff Hays	DNF

A recent letter from the TMAAA has pointed out several new MOP changes, one of which is that "First Person View" flying of model aircraft requires two transmitters at all times, in order that indemnity insurance covers this method of flying. This is a slightly edited copy of that letter:

**“Manual of Procedures 066. First Person Viewing.**

First person view flying makes use of video piloting equipment. It is a system where the radio controlled model aircraft is piloted using video downlink from an on board camera. Members using this equipment would be advised to read this MOP carefully because if it is not followed the Member would be breaking CASA regulations and flying uninsured. To comply with CASA regulations the operator of a model aircraft must be able to see it continuously. To comply with this regulation FPV, flying is carried out using a buddy lead system. The pilot in command (master Transmitter) must be of gold wing standard and must have

visual contact with the model at all times. The FPV pilot uses the slave transmitter. The above is a very brief summary of the main points outlined in the MOP. Members intending to use FPV systems would be advised to read MOP066 carefully. Club Execs that have Members using the system would also be advised to read MOP066.” This regulation is similar to that operating in England now.

**History of Aeromodeling in Tasmania.**

Another fascinating historical article has been written for us, this time by Fred Willis: I think that these stories are always very entertaining and would encourage members to send in more of them. Last year I was shown a valve receiver built around the same period by an enterprising Hobart modeller. He still had the original rubber band suspension system attached!

**State Electric Fly-in at Kelly Field**

On 28th & 29th March 2009, there will be an Electric fly-in, including Wild Wing pylon racing. A limited selection of prizes will be presented. All

MAAA members are welcome. Shaded pit areas are available. Canteen will be operating on both days.

**Unusual Dead Stick.**

Having resurrected my first functioning radio control trainer, a 17 year old Telemaster 66, which flew through a Banksia tree on finals, soon after I went solo, it had an uneventful maiden flight last month, and several others, with careful attention to pre- and post- flight checks. Recently there was a problem starting it first thing, which Chris Klimeck kindly corrected by showing me how to prime the carburettor properly. 50 feet after take off the engine stopped. Safely back at the starting station, I attached the clip to the glow plug, which promptly fell out of its last thread! Surprisingly the plug still works! Obviously one can never be absolutely sure that one has covered everything without a comprehensive check list.

*Richard.*

## Adventures of the Sky Scooter

By Fred Willis

'Though this story is forty-five years old I am compelled to tell it as a means of preserving ancient history of the trials and tribulations of RC flying in the era of ground-based transmitters powered by 45volt batteries, doubtful receivers and unreliable escapements to activate the rudder. As related in an earlier Newsletter, I purchased a Greg Robertson built Keilkraft *Sky Scooter* powered by a Frog 150 (1.5cc) diesel after discovering it hanging in Don Gilmore's Fishing and Hobby Store.

After installing the Silvertone Radio I drove out to the field at Evandale to have a trial flight. No instructors or test pilots those days so only a few words of Good Luck were uttered by fellow modellers before the plane was eventually hand-launched with the little diesel coughing at about half revs. Hurrah! It actually flew off quite nicely and, after a hundred or more frantic pressings of the hand held button to give rudder directions and the motor had run out of fuel, the model was actually retrieved in one piece. A few more successful flights ensued.

At this time I was teaching at Trevallyn Primary School when a beautiful afternoon of warm weather presented itself. Across the

road from the school was a large recreation or sporting ground. The temptation was too great! I raced home at 3.30 p.m., bundled the plane and the RC gear into my Renault Dauphine and headed back to Trevallyn hoping to take advantage of the ideal flying conditions.

My little plane was successfully launched and everything seemed fine. BUT, suddenly I found the plane was not responding to rudder inputs. Bordering one side of the oval was a row of fine houses. One, I quickly noticed had a glass-enclosed porch and my little Sky Scooter was on course for what could be a memorable encounter. One press of the Tx button gave right rudder, another press gave neutral, the next press gave left rudder; and one more back to neutral. However, my frantic pressing caused no response from the plane and it continued its course, attracted to all this glass. Suddenly, the plane responded and veered violently to the right, missing the porch by a whisker, and then lightly crashed to the ground with repairable damage.

Shaken by this episode, I sheepishly gathered my gear and crawled home so relieved that a potential disaster had been avoided. That night I decided to visit my good friend, the late Jim Lindsay, and tell him of my frightening experience so that he could be spared the ordeal. Jim lived in Wellington Street, a

two minute drive from where I lived.

To my astonishment Jim was in his little modelling room repairing his own model, the name of which escapes me. After listening to my episode Jim remarked, "That's nothing, Fred! Wait 'til I tell you what happened to me this afternoon". Like me, Jim had also appreciated what a wonderful afternoon this had been so he decided he would fly his model from the oval at Glen Dhu. This oval was at the bottom of a hill about half a mile from his house. His model also experienced problems and was last seen flying off over Wellington Street.

Jim set off in his car but quickly lost sight of the plane. This was very worrying. What if the plane had flown into the windscreen of a car? The scenario was too awful to contemplate! Eventually Jim approached a young boy who was looking a little puzzled and inquired: "Hello sonny. Have you seen a small model aeroplane flying over this street?" "No mister," came the reply. "But I did see a big plane crash into Mr Walker's glass houses down the lane."

Walkers had a plant nursery and raised seedlings in the glass houses. Shock! Horror! What would Mr Walker say? After agreeing to pay for the damage, Jim quietly retrieved his model. It was in his model room that I found Jim with a few small

wounds, picking out the slithers of glass from his plane. We had both learned a valuable lesson, relieved that there were no serious consequences and eventually saw the slightly humorous side of the experiences.

On one other occasion my Sky Scooter did not respond to the controls and proceeded to chug off merrily from the Evandale field in the direction

of Ben Lomond. We lost sight of it and I was quite resigned to the fact that I had lost the plane and gear forever. Undaunted, Jim offered to help look for it on the next day which was a Sunday. So off we set, Jim, two of his sons and me in a straight line towards Ben Lomond. Jim said that he had an idea of where it might be. Just as well, as I am hopeless in the bush and

would probably have got lost myself. Sure enough, in less than an hour Jim had led us to a little clearing where the plane was sitting on three wheels, undamaged. I can't remember what eventually happened to this little model but I still have many fond memories of this, my first RC model.

### Events Calendar for 2008-09

March 7th	Club Day
March 21st	7 Cell Electric Glider State Championships – 10.am
April 4 <sup>th</sup>	Club Day
April 18th	Club Pattern----- 10 am
May 2 <sup>nd</sup>	Club Day
May 16 <sup>th</sup>	Fun Fly Day ----- 10.am till 2.30 pm
June 6 <sup>th</sup>	Club Day
June 11 <sup>th</sup>	Annual General Meeting
June 20 <sup>th</sup>	Scale Day -----10 am till 2.30 pm

MODEL AERONAUTICAL  
ASSOCIATION OF AUSTRALIA INC.

# Newsletter

NO. 06/2008

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### Manual of Procedures

The Manual of Procedures is a "live" document and is continually being updated. Please check the MAAA web site from time to time to ensure that you are aware of the latest editions of the documents.

The MAAA has recently released the following new or amended documents in the Manual of Procedures:

MAAA MOP 008 Close Field Operations Procedure and Policy  
MAAA MOP 041 Policy – Code of Ethics  
MAAA MOP 058 Policy 2.4GHz Equipment (acceptance of ASSAN V2 equipment)

### 62<sup>nd</sup> Nationals

Radio Control events will be held over the Easter period from 12 April to 24 April 2009 at the MAS NSW State flying field at Cootamundra. Bulletin number #1 is now available from the MAAA Web site at [www.maaa.asn.au](http://www.maaa.asn.au)

### Nominations for MAAA President & Competition Rules Secretary

The MAAA President and Competition Rules Secretary three year terms conclude at the Annual Conference in May 2009 and an election for the positions will be held at the Conference.

The position of MAAA President is very prestigious and requires a considerable commitment in terms of time and energy. He/she is responsible for implementing the policies and direction of the MAAA Council. The President chairs all meetings of the MAAA Council and Executive. The Executive generally meet monthly via a telephone link. These meetings usually last about 2 hours.

The President closely liaises with other members of the Executive and in particular, the Federal Secretary. The Federal Secretary, an employee of the MAAA, reports to the President. It would be reasonable to expect that the President would have to devote a least 2 hours per day to MAAA duties. It is considered essential that persons wishing to nominate for the position be very computer literate as all business between the President and Executive is via computers and the Internet.

Currently, no honorarium is paid but expenses are reimbursed. The President is expected to attend National Championships and World and Continental Championships that are held in Australia.

Duties of the Competition Rules Secretary include examination and ratification or rejection of Australian record claims, providing advice in respect to technical aspects of the FAI Sporting Code and the maintenance of MAAA Official Competition Rules and Instructions. Currently, no honorarium is paid but expenses are reimbursed.

Under Rule 29, nominations are called for the positions of MAAA President & Competition Rules Secretary. Both positions are for three-year terms

Nominations for the each of the positions shall be in writing signed by two Affiliate Members of the Association accompanied by the written consent of the candidate (which may be endorsed on the nomination) and shall be delivered to the Federal Secretary at the above address by **Saturday 28 February 2009**.

### **Safety - a Sign of the Times**

In recent months several Incident Reports have been received and dealt with by the MAAA Executive. By following the requirements of the MAAA MOP, individuals and clubs submitting incident reports, apart from the reporting aspect, assist to highlight particular safety issues within our sport. One trend has emerged from the recent reports. As technology advances, creating wide spread use of electric powered models, so has the increase in incidents and injuries associated with these models. Due to the high power capability of many electric models and the types of propellers also associated with them, we are seeing cases of multiple lacerations due to the motor not stopping when the propeller comes in contact with a modeller. Some recent incidents of this nature have been caused by:

- • Pilots accidentally knocking the throttle to full power while bending over to retrieve the model.
- • Neck strap clasps breaking or dislodging causing the transmitter to fall and go to full power. Modeller instinctively then trying to grasp hold of the model.
- • Fail safe of throttle not set to idle and model powering up when experiencing interference.

In addition there have been injuries associated with IC engines:

- • Two modellers walking into one another while carrying a model to the flight line with the engine running.
- • Starting a model with restraints, the throttle is accidentally knocked to full power, the model tips forward and instinctively the owner ...

There are inherent risks with all models, and we all need to understand how simply accidents can occur and be informed about these associated risks. Let's try to make 2009 a safer year.

### **2.4GHz Operations**

Users of this equipment cannot control the actual frequency of operation as this is determined by the technology used within the equipment. However the MAAA still requires that a keyboard, or similar system, identifies who the individual users of this band are. This enables all radio users to identify who has radio sets in use at any time in order to be able to verify that the complete frequency control system, including users on other than 2.4 GHz, is valid and operating correctly. It is recommended that Clubs use a similar system to the one used by them for the other approved frequency bands, whether this is a Silvertone© type keyboard system or

otherwise. For 2.4 GHz this need only identify the name of the owner of transmitters actually either in use or ready for use.

The maximum number of transmitters to be available for use under this system at the same time is not to exceed ten. The reason for the limit is that some applications of the 2.4GHz technology create a maximum technical limit to the number of sets that can operate simultaneously without degradation of the communication link. This limit may be changed with more confidence in the way that manufacturers are implementing the technology of 2.4GHz. Whilst the stated limit is conservative in most environments using the currently accepted equipment, the limit should ensure that there are no practical issues encountered with simultaneous operation.

### **Team Trial Notification**

Organisers of Team Trials for World, CAOCC Championships and Trans Tasman events are reminded of their responsibility to advise the MAAA Secretary of the dates of intended team trials a minimum of six months in advance. MOP024 states the procedure. This is to give all members adequate notice.

### **F1 A, B & C Team Trials for the Trans Tasman Event 2010**

Notification of the Team Trials as follows:

Tentative Team Trial Dates are:

62nd Nationals

F1A Mon 29 Dec 2008

F1C Tue 30 Dec 2008

F1B Fri 2 Jan 2009

To be held at McMahon's Field Springhurst.

Proposed program for AFFS Championships and Southern Cross Cup.

SCC

F1A Tue 7 Apr 2009

F1B Wed 8 Apr 2009

F1B Wed 8 Apr 2009

To be conducted at Narrandera

AFFS Championships

F1A Sat 11 April 2009

F1C Sat 11 April 2009

F1B Sun 12 April 2009

To be conducted at Narrandera.

### **2009 F3A World Championships Team Trials**

Team trial details for the F3A World Championships to be held in Portugal have been finalised. These trials will be held as part of the Australian Masters Contest at Valley Radio Flyers field Shepparton, Victoria on 25 April 2009. Entries will close one week prior to the event, 17 April 2009. Late entries will not be accepted. For enquires please contact Chris Simmons 0419 362 005.

### **2010 F3J World Championship Team Trials**

Team Trials for the 2010 F3J World Championship to be held in France have been approved. The League of Silent Flight will hold the selection trials at the 2009 Jerilderie Tournament (Jerilderie on 6-8 June 2009)

### **2009 R/C Scale Trans Tasman**

Team trials for this event will be held as part of the 62<sup>nd</sup> National Scale event at Cootamundra in April 2009.

The Trans Tasman Scale event will be held at Monarto SA between October/November 2009.

### **World / Continental Championships and Trans Tasman Events Calendar**

<b>2009</b>	
<b>EVENT</b>	<b>Awarded to</b>
F4A FF Scale	Trans Tasman - Patetonga, Sth of Auckland 4-5 April
R/C Scale	Trans Tasman – Monarto SA October/November
F1A, F1B, F1C	Croatia. Bjelopolje <b>Dates:</b> July 19 to July 26
F3A	Portugal <b>Dates:</b> August 21 – 29 2009
F3B	Czech Republic <b>Dates:</b> August 2 – 9 2009
F3C	USA – Muncie <b>Dates:</b> August 2 – 11 2009
F3D	Germany <b>Dates:</b> July 20 – 26 2009
<b>2010</b>	
<b>EVENT</b>	<b>Bids From</b>
F1 A,B & C	Trans Tasman
F2A, F2B, F2C, F2D	Hungary - July
F3J	France <b>Dates:</b> August 14 – 22 2010
F4B, F4C	Poland
F5B, F5D	Offers Invited
Space Models	Serbia
F3A Asia-Oceanic	Offers Invited
F3C Asia-Oceanic	Offers Invited
<b>2011</b>	
<b>EVENT</b>	<b>Bids From</b>
F1 A,B & C	To be Awarded - 4 Bids
F3A	To be Awarded - USA (tentative)
F3B	To be Awarded - Spain (tentative)
F3C	To be awarded - Italy
F3D	To be awarded – Australia has bid