

Newsletter

February 2006 Edition

NEXT MEETING

**Monday 20/02/2006
AT THE CLUBHOUSE,
8:00pm SHARP**

DONCASTER



AEROMODELLERS

Next Club Meeting

8:00pm Monday the 21st of November at the clubhouse

On the agenda:-

- Show and Tell - Please bring along your latest model aircraft so you can show it off during the show and tell session.

All members are encouraged to come along.

DAC Presidents Report

By David Gibbs

At the last two Club Meetings we have been entertained and informed by fellow club members Kevin Fryer and Dennis Travassaros.

At the September meeting, Kevin took the meeting through a comprehensive tour of the world of 'Old Timer' modelling. Kevin is a key member of The Society of Antique Modellers – the "chapter" for Old-Timer model flying in Victoria, and a regular competitor in the field – including representing the Club successfully at the VMAA Trophy over the past (many) years.

At the meeting Kevin showed us a collection of his models and equipment – all dating back to designs pre 1957. They are typically lightweight balsa framed models with a high, glider style wing and built around rudder and elevator control only (and only one half of the elevator controlled). This is complemented with some exotic power plants designed to get these models as high as they can as quickly as they can – supporting a competition format based on limited length motor runs (either timed in seconds or fuel limited) and then an extended (timed) glide and landing. Anyone who has seen a SAM style competition will understand the intriguing mix of 20,000 rpm engine runs, burning some exotic fuels and oils, for about 30 seconds almost vertical climb, followed by 6 minutes hunting for all those thermals and other weather effects to keep the craft up in the air!

If you would like to know about SAM 600 go to www.sam600.com for lots of pictures and more information.

As an unexpected extra Kevin also touched on some of his experience of recently having the opportunity to look over the police helicopter and the feast of sophisticated technology it carries on board.

At our November meeting Dennis took us through his experience and 'hard learnt' lessons on the world of electric flight. Like many of us, Dennis started in the area of brushed motors and has been through all the trial and error (and associated angst) of learning the world of brushless motors and LiPos.

Dennis led us through much of his research and his many experiences on moving from the early trial and error to using the many online and other resources that help predict power train performance and lead to less tears with overloaded LiPos or burnt out motors. It is fair to say that Dennis has built up a sizeable collection of electric models that all perform superbly without pushing anything (other than the pilot) to the limit – many of which he showed us at the meeting.

Thankyou to Kevin and Dennis for their excellent contributions.

David Gibbs

*** * * * *** **Club Merchandise** *** * * * ***
By Fernando Monge

YES! We are doing it again this year!

We are doing the rounds and finding out who is interested in acquiring some more Club Merchandise. There are photos available on the Club website. Go to w.dac.org.au "www.dac.org.au", click on "Club News", then click on "Club Merchandise" to get an idea of what is available.

NOTE: pricing is not current. We will confirm prices once we have confirmed quantities. Unless the prices vary by more than 15% per item, the orders will be placed as submitted.

Please do not use the form that is on the website. Send me an email (fernando_monge@gillette.com" fernando_monge@gillette.com) with the product description, the quantity and the size required (shirts and jackets, only). If you do not have access to email, send me a handwritten note to the following address:

Please have your orders to me by no later than March 31, 2006.

Fernando Monge
27 Toppings Road
Wonga Park, Victoria 3115

Discussion Re: Electric Flying On Sundays
By Anthony Peate

There has been some discussion of late regarding whether or not electric aircraft can be flown on Sundays. The Answer is yes providing you adhere to the following:-

- You have your bronze wings or are being supervised by a club nominated trainer.
- You fly in accordance with the Sunday flying protocols as outlined in the club rules.
- Electric aircraft should normally only fly during the quiet times as flying times for IC power Aircraft are restricted. An exception to this would be if no power aircraft are flying and the power flyers are happy for you to fly.

In fact many club members that fly power are also flying electric aircraft on a Sunday during the quiet times. So It's a great way for power and electric flyers to get together to see what each aspect of the hobby has to offer.

Confucius Says

- A plane with its center of gravity too far forward - flies poorly. A plane with its centre of gravity too far back - flies once.
- The two most useless things when landing is runway behind you and height above you
- He who lands down wind lands fast.
- When flying straight and level, lift is equal and opposite to weight and thrust equal and opposite to drag.
- He who checks all flight controls before has fewer crashes.

THE WEDNESDAY MOB

By Stan Newell

Ron Blaskett was the founder of this happy flying club,
If he's not down here on Wednesday's you'll find him at the pub.
He's got a mate called Gerry Gee,
But he's put him on the shelf,
Ron says he's made his livelihood,
By talking to himself.

There's another bloke called Harry,
I'm pretty sure you've heard,
He's experimenting with this thing he calls a whirly bird,
About three years he's tried to get the bloody thing to fly.
He says I'll try and try and try until the day I die.

There's another bloke called Halstead,
I'm sure we all know well,
And when he comes as sure as eggs he's got a tale to tell.
He tells his yarns and then he asks us if we would like some more,
Altogether we all shout "we've heard it all before!!"

John Harper is another one,
I'm sure you're all aware,
A worthy member of this club who's always done his share,
We all know that poor old John's had plenty on his plate,
But, remember this old buddy boy we're all behind you mate.

My name is Stan, I fly there too,
I'm the writer of this poem,
I think I'll have another fly,
And then I'll piss off home,

Club Rules and Protocols – Continuous Review

A healthy club is one where there is continuous review with the aim of maintaining and improving the safety and enjoyment of flying. As part of that ongoing process, the committee regularly reviews the way we go about things, including gaining from each of our members' experiences.

At our most recent committee meeting we reviewed the requirements for safe flying and what we needed to do to keep it safe - and to help everyone understand the *reasons* for our rules and protocols. We're doing well and are continuing to improve. Please help us continue in that direction.

We hope that the following notes from our discussions help keep you and your models safe and allow us to continue to have access to our field. Many thanks to all who have contributed to this.

Windsock not only shows wind direction and strength, this **and cones are required to be used when**

flying to help the public appreciate that the field is in use.

Warning Signs also assist with this. They are required whenever internal combustion planes are flown, and also if flying electric planes and gliders outside the immediate boundaries of the site.

Use of the transmitter pound – keeps transmitters out of harm's way and reduce the probability of them being inadvertently turned on without frequency clearance. Although not previously required for non-internal combustion days, *its use is now considered appropriate for all flying, because of the increase in members flying electric craft.*

Models with know faults – must not be flown until the problem is completely rectified. If required, seek assistance. Experimenting "in the air" is a high risk to the safety to others and is thus not permitted.

Taxiing in of your model means you and it won't be on the strip to be hit by another plane. Taxiing is not permitted in the pits.

Calling "Landing" and "Takeoff" are both "**requests**" for clearance. Call loudly and clearly. Other pilots are to **respond** so the caller knows he has clearance.

Calling "on the strip" is, likewise, a "**request**". **WAIT** for the response before proceeding onto the strip.

Calling "Dead Stick Landing" (ie no-power landing) is a **warning** to other pilots that you are to be landing and have no choice. Call loudly and clearly. Other pilots should respond.

Launch and land into the wind (!!!). Immediately before launching, re-check the windsock. Consider putting wool or ribbon on your transmitter aerial. Before launching, "Look" at where the wind is coming from and feel it equally on both cheeks/ears. Make this a habit. It is acknowledged that an occasional "cross wind" launch and landing will be required because of the north/south orientation of the strip.

Hand Launching is to be done from on the strip – (after first checking with other flyers, as above) and well clear of other pilots. This gives a **margin for error** (eg problems with craft, radio control, wind-shift, or someone closer than you thought).

Return to the flight-line after launching (!) and be out of the way of outgoing and incoming planes.

Stand in line at the flight line, so your fellow flyers can see their planes.

Stand within ear-shot of each other so you can communicate your intentions and hear others.

Watch for easterly winds and gusts which blow craft back towards you, other pilots and the pits. **Allow extra safety margin** between your plane and the flight line if conditions require this.

Internal Combustion and Electric planes are not always compatible for flying together. These can have some differing flying requirements. For example, they fly at different speeds and there may be some difference in landing parameters required. Also, it is a risk to have excess visits onto the strip when other internal combustion planes are in the air and may require a large landing area at short notice. For these reasons, the two will not normally be flown at the same time, except with the consent of internal combustion pilots then flying. When there are multiple planes in the air, the risk is too great for this to occur.

Priority for flying Internal Combustion planes on Sundays and Wednesdays is provided at the club because of the combination of (a) the above and (b) that, because of local council regulations, **Internal Combustion planes can only be flown on Sundays and Wednesdays and for limited times.**

Weekday flying is required to be **within the parameters of the field boundaries**. This is a council safety requirement.

Wednesday Flying – again, all planes must be flown within the parameters of the field boundaries. Accordingly. Some internal combustion planes will be too big to fly on Wednesdays, and some pilots may not yet have the skills to fly an internal combustion plane within the boundaries. Seek guidance / mentoring / training if you require this.

Wednesday Flight-line – internal combustion planes must be flown from the standard flight line. Where there are not-internal combustion planes flying at the same time, **pilots must all share this standard flight-line position**. To do otherwise is too dangerous and not an option.

Sometimes only one plane may be in the air at a time – particularly on Wednesdays as flying within the field boundaries with a larger plane may be too restrictive to allow the flying of another model at the same time whilst still allowing a margin for error.

It is okay to request clear air space – particularly if you have safety concerns and/or you are flying a new model or a plane which is not compatible with others at the field. Please also respect other's rights to make this request – and wait until they are down before having your turn.

Share – enjoy your right to fly – but also share your frequency / flying time / air space so everyone gets a go.

If there is a key in your frequency slot – simply ASK for access. It's that simple. A civil and friendly approach is expected of you. Respect other's rights to make this request.

Communicate with other pilots – indicating your intentions and requirements. Also communicate your concerns, but ensure you communicate appropriately. Everyone in the club – and all members of the public, are to be treated with respect – even if you think they have erred.

Communicate with your Committee any queries or concerns, and all incidents, so we can learn and move forward. We're all here to enjoy our hobby and fly safe.

The club's rules and protocols are in the web site (www.dac.org.au see the Safe Flying tab). Re-read them to avoid any confusion.

If you are unsure, seek clarification, and **feel free to ask for mentoring**.

Safety – Think It, Talk It, *Fly It*.

Ian Pullar

The DAC Mowing Roster

Name	Home	Work/Mobile	W/E Sat				
Dennis Travassaros	9712-0229	0432-889-883	20-Aug-05	22-Oct-05	24-Dec-05	25-Feb-06	29-Apr-06
Cliff McIver	9850-4478	9882-7521	27-Aug-05	29-Oct-05	31-Dec-05	4-Mar-06	6-May-06
Nik Daud	9852-3236	0412-263-883	3-Sep-05	5-Nov-05	7-Jan-06	11-Mar-06	13-May-06
Greg Sleeth	9848-6809	9634-4658	10-Sep-05	12-Nov-05	14-Jan-06	18-Mar-06	20-May-06
Anthony Peate	9877-8225	9634-4303	17-Sep-05	19-Nov-05	21-Jan-06	25-Mar-06	27-May-06
Mathew Marino	9462-1051		24-Sep-05	26-Nov-05	28-Jan-06	1-Apr-06	3-Jun-06
Bill Osborne	9846-6373	9408-6042	1-Oct-05	3-Dec-05	4-Feb-06	8-Apr-06	10-Jun-06
David Keynton	9885-7318	0417-290-191	8-Oct-05	10-Dec-05	11-Feb-06	15-Apr-06	17-Jun-06
			15-Oct-05	17-Dec-05	18-Feb-06	22-Apr-06	24-Jun-06

The DAC Committee

Name	Position	Contact
David Gibbs	President	03 9889 4939
Cliff McIver	Vice President	03 9850 4478
David Keynton	Secretary / Treasurer	03 9885 7318
Ian Slack	Registrar	03 9489 3001
Anthony Peate	Electric Committee Member / News Letter Editor	03 9877 8225
Ian Pullar	Electric Committee Member / Electric Training coordinator	03 9428 4365
Fernando Monge	Power Committee Member	03 9722 2908
Denis Travassaros	Power Committee Member	03 9712 0229
Graham Kay	Power Committee Member/DAC Web Site Administrator	

Note from the Editor

The newsletter relies on articles from club members and any member can submit one. Just make sure they are emailed to me at **Anthony.Peate@telstra.com** in one of the formats listed below. If you want to include pictures, try to limit you articles to 2MBytes in size. I will also accept articles attached to Emails that are compressed using PKZIP.

- Plan text
- Word document
- Excel Spread Sheet

Keep flying,