

Newsletter - August 2005



There they were, all in a row... Helis at the field in December 2003. We expect a great line-up of helis at the annual Heliday on 21st August, come along and see!

MEETINGS MEETINGS MEETINGS

The next meeting will be held on Tuesday, 9th August 2005 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm. This meeting will be our Annual Trash & Treasure night!!

The next meeting after that will be on Tuesday, 13th September 2005

ANNUAL GENERAL MEETING

This year's AGM was held at Tennis Cove on 28th June, there was a great turnout and almost half of the membership was present to renew their membership and obtain their new key to the field. The locks have now been changed.

- President: Colin Simpson
Vice President: Chris Hebbard
Secretary: Brian Parnas
Treasurer/Registrar: Peter Barnes
Committee: Dean Rickard, Mark Riboldge, Kerry Smith

The President announced that a maintenance sub-committee would be formed responsible for the work at the field and that Grant Furzer and George Ward will be asked to be on the sub-committee.

ANNUAL TRASH & TREASURE NIGHT

Yes, it's on again!! So bring along all your pre-loved bits and pieces and put them up for sale in the evening. Where? Tennis Cove, Eastern Valley Way

DOMESTIC DELIGHT

(extracted from July 1982 issue of the Mag)
'Twas on a weekday morning
When I beheld my darling
He looked so neat and charming
Dressed in his dugarees.

WILL THIS BE YOUR LAST ISSUE OF THE MAG?

If you have not renewed your Membership of WRCs by the time the next issue is printed, you will not receive any more copies of the Newsletter. The keys at the field have been changed, they are a new style of lock and key and your old key will be totally useless to try.

HELI DAY - 21 AUGUST 2005

Andrew Moss (the convener of the Heliday event) has let us have the very exciting programme for the Day. The competition is open to all pilots (not just WRCs pilots) with current MAAA insurance.

Limbo - Basically going under a streamer and coming up and over and back then under again - counted over 60 secs - attempt

Precision flying with a Chin'air - hover with two lengths of chain one longer than the other - keep the longer one on the deck and the shorter one in the air and fly a set path

Figure of eight around the sticks - fly around the sticks in a figure of 8 4 times - timed

Aerobatics Comp - will be marked on a visual appeal - no F3c marking to give people a chance Loop Roll Top hat Stall turn 180 degree turning powered landing Auto-rotation

Drag Racing - 2 classes: 30 & 60 Class, 50 & 90 Class

Auto to a spot - Pilots much climb to a height greater than 50 metres and auto down to a spot - closest person wins

Lowest inverted hover - Basically as it says person with the lowest inverted hover wins

Trick flights - Person with the trick with the biggest WOW factor

Demo flyers: Andrew will try and get some pilots to come down and wow the crowd with their flying abilities

Prize giving if time permits

We look forward to seeing our Members down at the field to see how our rotary air boys do it!!

THE RYAN M-1

Ryan's First Plane
Air mail kept the post-war aviation industry alive in the U.S. In 1925, Congress privatized the air mail business and private carriers replaced Post Office flyers.

Flight Fact:
Five M-1s were sold to a man who planned to use them for a revolution in Mexico. They were impounded by a U.S. Attorney and eventually resold.

The M-1's Big Little Brother -
Lindbergh's Plane
The M-1 has trails of another famous Ryan aircraft - the Spirit of St. Louis. Charles Lindbergh came to the Spirit in 1927 and flew an M-1. He had requested a similar but larger plane to make the non-stop 3,600-mile (5,760 km) flight across the Atlantic.

The Man Who Built the Company
The days after Lindbergh's famous flight were bitter-sweet for T. Claude Ryan. The founder of Ryan Airlines, Inc. and the creative influence behind the M-1, Mr. Ryan had sold his interest in the company that bore his name to Frank Mahoney, his partner, just six months before "Lucky Lindy" landed in Paris.

STATISTICS OF THE RYAN M-1

Manufacturer: Ryan
Model: M-1
Year: 1926
Span: 36 feet
Length: 24 feet
Wing Area: 227.5 sq. feet
Empty Weight: 1,550 pounds
Gross Weight: 2,700 pounds
Cruise Speed: 110 mph
Max. Speed: 125 mph
Service Ceiling: 15,000 feet
Range: 400 miles

ON A COMMERCIAL FLIGHT

Heard on board just before take-off: "This is a non-smoking flight, anyone found smoking will be requested to step outside" and: "We will now dim the cabin lights to make the flight attendants look better"

Heard on board shortly after take-off: "The 'seat-belt' sign is now turned off and you are free to move about inside the aircraft, we request that you don't go outside."

FUEL SPILLAGE

Recent discussion about the fuel spillage and the (present and possible future) condition of the grass in the Flight Line Etiquette us the repeat some advice given by Tom Wilkinson in the Feb 2003 issue of RCMW as to Flying Field Etiquette:

"Refuelling carries its responsibilities to the environment as spilled fuel can kill grass and dissolve asphalt. So, apart from preventing the fuel from the pits area, it also makes economic sense to connect the tank overflow back to the fuel supply container so that once the aircraft tank is full the excess fuel is not lost, but kept for the next flight. There are several advantages to such a scheme, not the least being that there is no flame when the tank becomes full and no mad panic to switch the pump off. If the tank is being filled via the line that the engine takes fuel from this will flush any debris from filters back into the fuel supply container. Also for the first flight of the day such "back-flushing" will also return any stale fuel, left in the aircraft from previous sessions, back to the cockpit, where it can be diluted. Any debris will then be trapped in the supply container's filters - provided they are fitted"

AD ASTRA DICTUM

\* There is no reason to fly through a thunderstorm in peacetime. (Sign over squadron operations desk at Davis-Monthan AFB, AZ)

\* Never fly in the same cockpit with someone braver than you.
\* When one engine fails on a twin-engine airplane you always have enough power left to get you to the scene of the crash.
\* Basic Flying Rules Try to stay in the middle of the air. Do not go near the edges of it. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

Insurance Covering MAAA Members

MAAA has advised that as an affiliate member of the MAAA you are presently covered by four different insurance policies. These being:
1. Third Party Public and Products Liability
2. Personal Accident
3. Directors and Officers Liability / Corporate Reimbursement Insurance
4. Professional Indemnity

Third Party Public Liability
This policy currently provides a limit of \$20,000,000. The excess this year has been set at \$5,000 by the insurance company, the Member on whom the claim is made is responsible for the first \$250 with this and they are responsible for the remaining \$4,750 of the excess. The MAAA has set aside funds to cover this and it should be noted that as a result of a decision taken by the MAAA Council at their 2004 meeting, damage to models, irrespective of the cause, will not be covered by the Third Party Public Liability policy.

The policy also provides third party liability coverage for clubs and associations. This includes claims for damage against the club from members of the public visiting the club facilities. It also includes cover for catering, provided all State catering regulations are abided by. Claims resulting from injury caused by playground equipment on the club grounds are also covered. The equipment should comply to State requirements and be properly maintained.

If a club organises a display the policy covers the third party liability aspects of the function provided that all the necessary regulations are abided by. Any display involving model aircraft requires a display permit. See the MAAA Manual of Procedures on the web site for information. Please note that this procedure has been significantly altered recently.

There is no age limit for the third party policy. There is an age limit if 80 years for the Personal Accident policy and the Third Party policy.

Many people have noted that they have an apparently similar cover with their home and contents policy and ask why can't they use that policy. The vast majority of members "demand" that all that fly have a policy that can't be actioned should they be unfortunate enough to sustain injury or damage as a result of the actions of another member. To have people monitoring their policy coverage, dates of currency and conditions of the many home policies of members would be an impossible task. Not all home policies provide the same level of cover as the MAAA policy. The MAAA Secretary has also provided the opinion that the majority of Home policies would not respond to claims made involving model aircraft. The MAAA obtained the cover at a relatively speaking, very good rates due to the fact that having all members covered spreads the risks and ensures that even if there is a claim the individual is not singled out for any resulting increase in premiums.

Personal Accident
This policy covers personal accident coverage for affiliate members under the age of 80 years;
1. Compelling in competitions and championships and other activities organised and under the control of the insured;
2. Acting as an official at competitions and championships organised and under the control of the insured;
3. Acting as an elected official of the insured;
4. Engaged in volunteer activities, on and under the control of the insured including direct travel to and from such activities;
5. Travelling directly to or from activities described in 1 to 4 above.

Organised would mean the M.A.A.A. and associated clubs having sanctioned the events or activity. This would include training, testing and activities at the club's facilities. It should be noted that the coverage does not include your activities with model aircraft at home.

The policy provides for limited salary maintenance for salary earners. It provides 80% of net wages up to a maximum of \$500 per week for a maximum of two years, and covers 80% of the non-Medicare medical expenses to a maximum of \$4,000 for each claim. There are also stipulated maximum amounts for loss of sight, hearing, and excess.

The policy has an excess of \$50 and 7 days in the case of salary maintenance.
This policy covers Inspectors, Club Officials, and Instructors for advice that they may give in the "Interim Procedure" which details the process that should be followed in the event of an injury and/or possible Medicare rebate and the fee charged by medical practitioners. It is illegal to have insurance to cover this. The MAAA will reimburse members, who are over 80 for a complete membership year, the cost of the Personal Accident premium if the person sends a copy of "proof of date of birth" to the MAAA Secretary. If you are 80 or older as at July 1st 2005 you are eligible for the refund. The Secretary will arrange for a refund of the policy cost, about \$6-00, to be sent.

Directors and Officers Policy
This policy covers the legal expenses of the Club or Association and its officials in the event of them being subjected to legal action as a result of their position. It should be noted that the club officials should exercise due care and with regard to State and Federal laws in carrying out their duties as directors.

As in all other cases if the Club Executive believes that there is a possibility that they will be involved in legal action they should contact the MAAA Secretary as soon as possible. This shape the block and blend it with the plastic. The excess on each and every claim is nil for Directors and Officers Liability and \$2,000 for Corporate Reimbursement.

Professional Indemnity
This policy covers Inspectors, Club Officials, and Instructors for advice that they may give in the "Interim Procedure". It is also possible for Professional Instructors, who are members of the MAAA to be listed on the policy for their activities as a professional instructor of model aviation. For a member to be listed as a Professional/Paid instructor they must hold the MAAA Instructor Rating, have the recommendation of their State Association and have permission from their clubs to conduct paid instruction at their field/s. Members holding an MAAA instructor rating interested in "registering" as a professional/paid instructor should contact the MAAA Secretary for more information. There is currently a \$50 fee per year to be listed on the policy. The excess on each and every claim is \$2,000 that is the responsibility of the party on who the claim is made.

What to do in the Event of a Claim
The MAAA Manual of Procedures includes a procedure "Accident / Incident Reporting and Actions Procedure" which details the process that should be followed in the event of an injury and/or possible insurance claim. A copy of the procedure is available on the MAAA web site or from the MAAA or State Association Secretary. It is important that all possible claims are reported as soon as possible. Please ensure that witnesses are recorded and statements taken. It is hard to chase up everyone after the event. Please note that every incident/accident should be thoroughly investigated and "closed out" in accordance to the requirements of the procedure. The importance of reducing accidents is vital to our organization. We do not like to see fellow members injured and it also adds greatly to our costs. Please do your bit and be very vigilant with the aim of no accidents.

As has been noted many times, the meeting of suppliers and fingers still seems to be a favourite trick for many. Although it sounds a bit lurid the injuries sustained by some of our members are very severe. Some have lost fingers and others the full use of them. Please be careful around props and use effective aircraft restraints when starting. Most important of all, do not reach over a turning prop, go behind to release the glow plug and make adjustments.

Safety is a continuing thought process.

CAPTION COMPETITION

Please continue to send entries in for this competition, we have a number of prizes and some excellent prizes. The photo, if nothing else, has been quite a conversation starter. Here are some more entries:
I hate it when the ground jumps up like that, someone bring me a giant vacuum, I can't be arsed picking the rest of this up! - Simon Press

COLUMN 9.9

(incl. GST)
After the furor of the "rules change" discussion at the AGM about the new flying Rules (ix), it was realised that this wasn't a new rule at all. It has been in the Club's rules for at least 3 years but only renumbered (previously it was Flying Rule (vii)) and each of those 3 years every Member had agreed to observe that rule.

Garry Welsh is now the President of RCMC which flies in the Hawkesbury area. Garry has invited Members of our Club to utilise their facilities when they wish.

FOR THE RECORD

Owing to some recent views were expressed and circulated about payment of moneys to (and other personal comments about) the Committee, the CFI and myself as Editor of the Newsletter, we have to set the record straight. All office bearers and other workers who are Members of WRCs are volunteers and are not paid any money for their services, although all are professional people and are required from time to time to input their professional opinions time and services for WRCs. The exception is the WebPage which is maintained under contract by a computer expert.

Most Members appreciate the many - many - many hours of free work that so many people do for the benefit of WRCs but unfortunately some seem to think that we are paid. An attempted joke by our Secretary as to wages for the Committee was totally and mischievously misconstrued - even if we double the wages, double nothing is NOTHING!! We each input many hours each and every month instead of being out there flying. There are only 7 officebearer positions at WRCs, they are elected at the AGM. The position of CFI and Editor (and the maintenance or food people) do not make them members of the Committee and they function by arrangement and appointment by the Committee. Whilst they attend meetings, it is on a consultancy basis only, they do not make decisions in the conduct of the Club, they do however hold positions of responsibility which they each attempt to carry out to the best of their ability.

For the record, the CFI's responsibility to WRCs is not to provide free instruction to Members (although George does do that from time to time) but to supervise the volunteer instructors and to ensure that their instructional techniques are proficient and to ensure general safety is observed at the field by all who attend. This does not place him in a conflict of interest situation with his professional instructing. Once again, on behalf of the silent majority it is appropriate that the volunteers be thanked for their tireless efforts

Personalise your pilot

Easy tips to make one-of-a-kind figures (adopted from an Article by Faye Stillely on the Internet)

Meet Wilhelm. He looks right at home in the Fokker, but he didn't look like this at the hobby shop; he looked like a plastic dummy. He definitely needed some "fixing up" to be suitable for a WW I aircraft. The airplane making a low pass looks totally unrealistic if there isn't a pilot figure in the cockpit; the whole illusion is spoiled. Sure, adding a pilot figure is one more thing to do, and because so many figures aren't realistic, you may not think it's worth the effort. But there is a way to fix that problem, and when it's done well, it is both worthwhile and rewarding.

BUILDING YOUR PILOT
This is a Williams Brothers pilot figure—they are inexpensive, lightweight and simple to finish—just glue the halves together and paint. Original they are not, and they lack the realism that many scale builders desire. However, they are much easier to work with than some of the things I've seen in stores. Then shape the block and blend it with the heads of rubber bathtub toys or stuffed animals and stick them in the cockpit. Their creations are certainly unique, but there is another way.

For this application, attach a block of foam or balsa to the bottom of the Williams figure because he wasn't tall enough to see over the instrument panel. To prepare him for the next step in his transformation from William to Wilhelm, file or sand off the blade and a plastic coffee stirrer, but it is important to keep whatever tool you use wet as you shape the putty. Then shape the block and blend it with the plastic to form a "body." Use some balsa filler and a couple of coats of epoxy or finishing resin to give the foam a smooth surface for sanding prior to painting.

The original pilot figure has a nose that would look cute on a teenage girl but is hardly suitable for a fighter pilot, so he needs a proboscis that a man could be proud of out of Epoxilite—a two-part epoxy putty made by Sig Mfg. Co. As it cures, it takes on the consistency of modeling clay and can be molded into just about any shape you can think of. He also had eyes that were shaped more like those in an Egyptian wall painting than any human's, so eyelids are added and a little extra resin to get the cheek colour (that colour is in the upper right part of the upper corner of each iris. This simulates the light reflection that we usually see in people's eyes. One last note on paint: this type of hobby paint is not fuel-proof. If you intend to mount your pilot figure in an open cockpit, you should give the flat colors a coat of clear flat urethane and the glossy colors a coat of clear glossy urethane.

If all this seems a little time-consuming, you might find someone who would like to help with this hobby. Those thin beige beings in their faces and nails regularly are usually pretty adept at this kind of work. Either way, the time it takes to make a realistic-looking pilot contributes a great deal to your airplane's overall appearance. If anyone accuses you of playing with dolls, don't get angry. Just take a look at what that person is doing, and consider the source of the comment.

Here is Wilhelm, almost ready to go flying. The helmet and coat colours are added at different times because you need a dry place to hold on to while you paint. While waiting for one colour to dry, paint the goggles. The coat is an olive color made by mixing flat brown and flat green. The helmet is glossy black because it is to be shiny. If you look closely, you will notice that a small white dot is added to the pupils of each eye. This simulates the light reflection that we usually see in people's eyes. One last note on paint: this type of hobby paint is not fuel-proof. If you intend to mount your pilot figure in an open cockpit, you should give the flat colors a coat of clear flat urethane and the glossy colors a coat of clear glossy urethane.

Apply the lightest colours first. Any overlap onto an unpainted area can later be covered with a darker colour. To speed up the process, apply two or three colours at a time. This works well as long as you have a dry spot to hold onto and a brush to get the cheek colour (that colour is in the upper right part of the upper corner of each iris. This simulates the light reflection that we usually see in people's eyes. One last note on paint: this type of hobby paint is not fuel-proof. If you intend to mount your pilot figure in an open cockpit, you should give the flat colors a coat of clear flat urethane and the glossy colors a coat of clear glossy urethane.

More colours are added to the figure: The face actually has four different shades of skin colour. People's faces are not all one colour; cheeks and lips are redder, while the forehead and bridge of the nose appear lighter because of overhead light. First apply the face colour — a combination of flat white, flat red and flat yellow (the color in the center of the mixing dish). While the face is still wet, add a small amount of white to get a lighter colour for the bridge of the nose. Then, mix a little extra resin to get the cheek colour (that colour is in the upper right part of the upper corner of each iris. This simulates the light reflection that we usually see in people's eyes. One last note on paint: this type of hobby paint is not fuel-proof. If you intend to mount your pilot figure in an open cockpit, you should give the flat colors a coat of clear flat urethane and the glossy colors a coat of clear glossy urethane.

After the face paint dried, add the moustache and eyelashes. Most pre-made brown colours are too dark or too reddish to make a realistic medium brown hair colour. Lighten the flat brown with flat white for these features. Remember, facial hair is not usually glossy. If you want extra detail for hair, use two shades of colour in separate applications; this will create a highlight effect. Also add irises for the eyes; this fellow has blue eyes. If you use light blue paint straight out of the bottle, your pilot will look like a Malamute, since most blue-eyed people really have gray-blue eyes. To get a realistic colour, make a light gray by mixing gloss white and gloss black. Then mix the gloss blue until you have a subtle bluish-gray. When the gloss black can be used for toning down brown paint for brown eyes. The painting the irises of the eyes, don't make it a round ball. The eye's iris is partially hidden by the eyelids; it appears almost flat on top and slightly flat on the bottom. Take a look in the mirror to see for yourself. The irises have a dried, it's time to add pupils using gloss black. The pupils are round and are positioned in the center of the iris. Wilhelm also needed eyelashes; he'd look strange without them. A thin brown line on the upper eyelid simulates eyelashes. Also add a small pink spot to the inside corner of each eye. The eyelashes, pupil and the corner spot really brighten up the eyes and make this plastic dummy look much more realistic. Also add the leather part of the helmet at this step. It is a mixture of flat black and flat brown to simulate old leather.

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