

**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.

After many years of the same faces, it was nice to see some new life injected into the Committee, the following officebearers were elected:

**President:** Colin Simpson  
**Vice President:** Chris Hebbard  
**Secretary:** Brian Parnes  
**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. Colin thanked the support he received throughout the year from the outgoing Committee for their work in making sure that 2004/5 was a successful year, he also thanked George Atkinson (C.F.L.) and the Editor of your Mag.

There was a lively discussion about the Rules/Regulations that were circulated (and published in last month's Mag)

We all wish the new Committee a successful 2005/6.

**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**  
**When? Tuesday, 9th August 2005 at 7.30 pm**  
And don't forget to bring your money along, you never know what goodies you will go home with at the end of the night.

**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,  
He'd phoned in sick and packed his plane  
Gone to the field and back again,  
He hadn't remembered to pay his fee  
And now he doesn't possess a key  
He's 'tween the pads!

**WILL THIS BE YOUR LAST ISSUE OF THE MAG?**

If you have not renewed your Membership of WRCSS 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. WRCSS has a membership ceiling and we have reached the 3/4 mark with less than 2 weeks of the new year gone, membership is as a first come first served basis.

**HELIDAY - 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 WRCSS pilots) with current MAAA insurance. All visitors to the club will be required to sign into the visitor's register at the start of the day before any flying begins, by arrangement with the Committee there will be no requirement of wings on the day of the event as it is an open event to encourage new fliers to the sport.

At the moment it will follow a similar format to last year's event with the first part of the day being fun fly activities: The following activities will be staged on the main flying field with each participant running through each station twice. During this time there will be no flying of any kind from the flight line.

**Fun Fly**

- **Limbo** - Basically going under a streamer and coming up and over and back then under again - counted over 60 secs - timing ended on cutting streamer
- **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
- **time added for both chains on the ground or both off**
- **Bottle knock** - knock down as many bottles on the path without going backwards - timed
- **Pad landing** - land and takeoff from the six pads - timed

- **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 master** - Person with the trick with the biggest WOW factor

**Demolition flights:** Andrew will try and get some pilots to come down and wow the crowd with their flying abilities

**Prize giving**  
Open flying 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. The Ryan M-1, dubbed "the plane that pays a profit," was America's first production monoplane and, starting on September 15, 1926, was the first commercial plane to fly with Pacific Air Transport (PAT) along the West Coast.

The Ryan M-1 is linked Seattle, Portland, San Francisco, and Los Angeles. The cost was high—five of PAT's original M-1s crashed the first year. Pacific was sold to Boeing Air Transport in 1928.

**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 Ryan in 1927 and flew an M-1. He had requested a similar but larger plane to make the non-stop 3,600-mile (5,780 km) flight across the Atlantic.

Ryan's M-1 design was modified to fit Lindbergh's requirements. The Spirit of St. Louis was built as the Ryan NYP (New York-Paris), was completed in just 60 days for the total price of \$10,580.

**The Man Who Built the Company**  
The days after Lindbergh's famous flight were bitter-sweet for T. Claude Ryan. The founder of Ryan Aircraft, 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. As the Ryan name appeared in newspapers around the globe and Lindbergh sang the praises of his trusty Ryan airplane, Mr. Ryan sat on the sidelines, merely a manager in the company he helped build.

**STATISTICS OF THE RYAN M-1**

<b>Manufacturer</b>	Ryan
<b>Model:</b>	M-1
<b>Year:</b>	1926
<b>Span:</b>	36 feet
<b>Length:</b>	24 feet
<b>Wing Area:</b>	227.5 sq. feet
<b>Empty Weight:</b>	1,550 pounds
<b>Gross Weight:</b>	2,700 pounds
<b>Cruise Speed:</b>	110 mph
<b>Max. Speed:</b>	125 mph
<b>Service Ceiling:</b>	15,000 feet
<b>Range:</b>	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 prompts 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 drama 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 has been diluted. Any debris will then be trapped in the supply container's filters - provided they are fitted"*

**AD ASTRA DICTUM**

\* Nothing 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 the remaining \$4,750 of the excess. The MAAA has set aside funds to cover this and it should be noted that as result of a decision taken by the MAAA Council at their 2004 meeting, damage to models, irrespective of the cause, will not be claimed by the Third Party Public Liability policy.

This policy indemnifies you for personal injury or property damage to third parties that you are found to be legally liable for as a result of the pursuit of model aviation. The policy also includes member-to-member cover. This means that if a member causes another member serious injury and/or property damage the policy will be respond. It is impossible to give definite answers as to coverage in specific circumstances. It should be noted that the ultimate arbiter on any claim would be a Court of Law.

It should be noted that as result of a decision taken by the MAAA Council at their 2004 meeting, damage to models, irrespective of the cause, will not be claimed by the Third Party Public Liability policy.

The policy also provides third party liability covering 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 Person Accident policy and NCT for 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 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, organised 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 of \$50 and 7 days in the case of salary maintenance.

This policy covers Inspectors, Club Officials, and Instructors for advice that they may be given in regard to the difference between the 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.

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 be given in regard to the policy for their activities as a profession 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 not had many entries, but some excellent ones. It's time to add pupils using gloss black. 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)

Matthew Wilkinson (Stuart Leon Harris' grandson) wrote from Portugal that in spite of the huge period of time that has intervened he knew absolutely nothing of the death of Stuart at the field from a heart attack. He is at least grateful that there were people there for him when he died. Matthew would like to thank Mike for his quick response to his MAAA Secretary as soon as possible. Main Place (and due to a mess at his home all mailing details have again been lost) ...just like his grandfather!..

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**

by Tom Wolf (Newsletter Editor)

Owing to some recent views were expressed and circulated about payment of monies 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 WRCSS 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 WRCSS. 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 WRCSS but unfortunately some seem to have a sense of entitlement. An attempted joke by our Secretary as to wages for the Committee was totally and mischievously misconstrued - even if we double the wages, doubt 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 WRCSS, 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 WRCSS 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