

**Our field is named after Jack Black, a founding Member of the Club. Search of our archives has located this photo of Jack launching in the late 70's.**

**MEETINGS MEETINGS MEETINGS MEETINGS MEETINGS MEETINGS MEETINGS**

The next meeting will be on **Tuesday, 13th April 2004 at Tennis Cove, Eastern Valley Way, starting at 7.30 pm.**

**FROM THE SECRETARY'S DESK**

Since my last report the President and Vice President have met with the relevant officers in the Lands Dept to discuss the access road, amongst other things. A process is to be followed with Warringah Council, and the President has that in hand.

Two important matters were brought to the attention of the February meeting. The first was the fact that the National Parks wish to absorb our Permissive Occupancy leases into Garigal National Park. This was only brought to our notice when our Landlord, the Department of Lands, (a different section to the above!) sent us a Draft document for our comment.

The document is an Assessment of Crown Land at Belrose Cromer and Oxford Falls. The President, Colin Simpson, has a discussion with an Officer of the National Parks. Colin's opinion is that this could be of an advantage to the Club in the long term and informed the meeting that he would be again talking with that person before sending a Club reply to the Draft Document.

The second matter was a unanimous vote to **CHANGE SCALE DAY DATE to 26 September**, to avoid a clash with Shepparton

The meeting business was conducted briskly to allow the members to enjoy GRECH PRODUCTIONS video of the Reno Races 2003 and Bomber Field, Houston Texas, 2003.

**PLEASE PLAY BY THE RULES!!**

If you have read the February, 2004 MAS, issue #263 which would have noted the letter from the Federal Secretary of MAAA on the issue of visitors and insurance cover. He notes that with our Insurance policy 'cover is extended to 'Bona Fide' Visitors. The definition of 'Bona Fide' being 'genuine, without fraud'. The Federal Secretary states that a 'Bona Fide' visitor could turn up for a couple of days but if a person attends (ie flies) on more than two days then the definition is being stretched and is testing the limits of coverage.

Be states that if a person is involved in a serious accident who has flown at the Club on more than two days, then the Insurance company could deny liability. **If this were to occur other legal action could involve the Club and its Officers.**

Instructors in particular should note that a visit also includes the case of when a person is under instruction. **Particularly, the MAAA and WRCS, require the Visitor's Book to be signed before any non-member uses the Club's facility**

The Club will take action to expel any member who assists a visitor to enter the field for the purposes of flying, knowing that the person has already flown on two previous days and is not a holder of a valid MAAA card. So don't use your key, or ask another member, to bring in other family members/friends to fly on more than two days.

**Being unfinancial also means you have no insurance.** An accident by an unfinancial person means that they are not a member and consequently have no Insurance. This has been confirmed by the Federal Secretary of MAAA. If an accident occurs it will affect you, believe me. So if you see someone without a current year badge then challenge them. If you notice any one continually using the field without a current badge (make sure that it is an U304 date) then tell them to stop. Take as many details as possible, especially who they are and who they are with and inform a Committee member.

Remember our Club has to be policed by everyone. Do not assume that a member until you have sighted their **current** badge which has to be displayed on the member's cap/hat/shirt/blouse. Flaunting the Rules is dangerous and silly!

**27Mhz PARK FLYERS.**

The MAAA have approved the use of electric powered models on 27Mhz at MAAA club fields. Accordingly a frequency board has been fitted to the pound door.

Non members may approach the Club for help in getting their newly purchased park flyer in to the air.

**YOU can assist BUT:**

1. The model must be less than a half a Kilogram.
2. The power source must be less than 9volts.
3. A marked frequency key must be used.
4. Only MAAA approved Instructors can assist in FLYING of a visitors model for Insurance coverage to apply.
5. Other members can assist in setting up and giving advice but his/her Insurance will not cover any situation should that member permit or assist the flyer to fly.
6. A visitor can be covered by an approved Instructor's Insurance for any approved aircraft type, including the 27Mhz class, for 2 visits, before it is expected that the person would join the Club, or any club, whereby a valid MAAA card is issued to that person.

**NOTE:** There will be **NO Insurance coverage for any accident if you assist in flying and are not a MAAA approved instructor.**

**CARELESS FO KEYS**

Never was the point driven home more forcefully to one of our Juniors that you must **THINK** before putting your Fq key in the board and switching on the Transmitter than on Saturday 7 Feb. But more to the point, that you must have a separate key for each frequency, **not use the same key in two different slots.**

With two Fq and only one key, he put the key in the slot, confused himself about which one he was using and proceeded to shoot down a new sports model which just fell out of the sky and demolished itself.

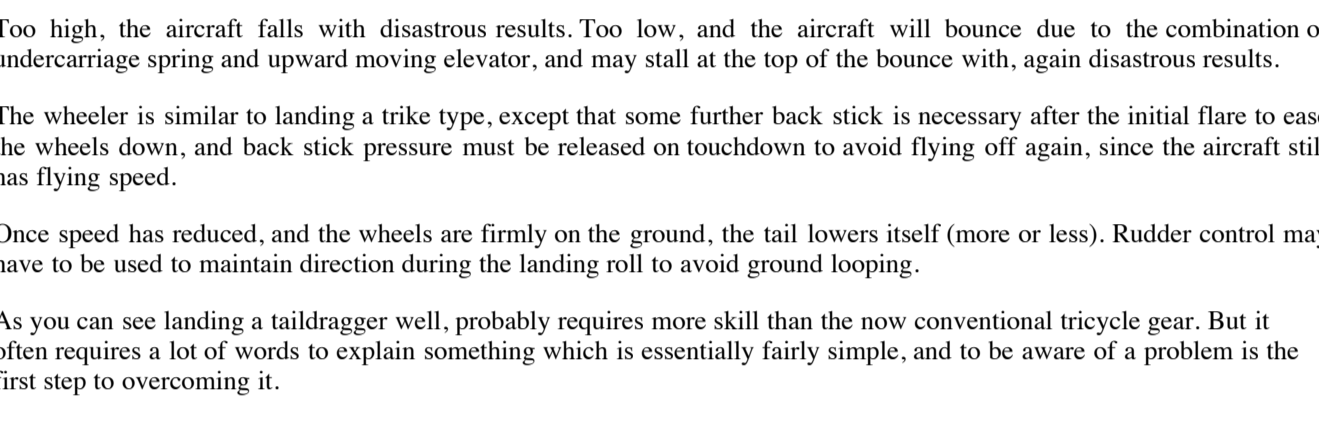
What about if that had been an expensive \$2,000 or \$5,000 or \$10,000 model (and some Members do have them!!). How do you compensate for all the manhours on top of the actual physical damage?

Pound protocols must be observed to ensure incident free flying. Remember:

\* one key per Frequency.

\* Tx in pound on arrival at the field at all times and not removed without a key in the board.

\* Maximum twenty minutes out of pound to back in and SWITCHED OFF!



It is often said that a system is only as good as the persons using it allow it to be. After singing the praises of the tracker last month, amidst the disappointment when David Pound dropped his plane in the bush and even though he had the yagi-beat tracker he couldn't go looking for it!! The last person to use the Yagi receiver didn't turn it off after use and the battery was dead flat!!

David went on to use the more traditional way of poking about the bush for it and found his model. Something to be said for good directional and estimating skills.

The much anticipated new Club stock model is about to see the light of day. George Ward is building the first prototype of the 'Plagiarist' soon. By the way, a 'plagiarist' is someone who uses other people's ideas. Most appropriate name for a model which is developed and adopts the 'better' ideas and design features of other models?

A great turn-out at the Feb meeting gave a temporary welcome home to Mike Minty who will be leaving again soon to return (maybe permanently) late in the year. The Grech Home Movies of their recent trip to the US were just great.

**DOWN ARCHIVE ALLEY**

*[brian porman]*

*Charles Peake got us in the air last issue. Now he tells you how to get down!*

**LANDING**

The taildragger has the capability of two distinct types of landing – the three pointer, and the wheeler .

The former consists of allowing all three wheels to touch the ground simultaneously, while in the latter the main wheels see the light of day. George Ward is building the first prototype of the 'Plagiarist' soon. By the way, a 'plagiarist' is someone who uses other people's ideas. Most appropriate name for a model which is developed and adopts the 'better' ideas and design features of other models?

The initial squeeze of elevator during landing is called **flaring**. To achieve a three pointer, the elevator is moved progressively up as speed decreases, with the wheels just above the ground, until the aircraft actually stalls.

This, of course, must take place with the wheel no more than a few inches above the ground, so that the aircraft settles gently on to it.

Too high, the aircraft falls with disastrous results. Too low, and the aircraft will bounce due to the combination of undercarriage spring and upward moving elevator, and may stall at the top of the bounce with, again disastrous results.

The wheeler is similar to landing a trike type, except that some further back stic is necessary after the initial flare to ease the wheels down, and back stic pressure must be released on touchdown to avoid flying off again, since the aircraft still has flying speed.

Once speed has reduced, and the wheels are firmly on the ground, the tail lowers itself (more or less). Rudder control may be used to maintain direction during the landing roll to avoid ground looping.

As you can see landing a taildragger well, probably requires more to avoid ground looping.

So with care and patience, it is quite possible to teach yourself to fly, although a good instructor shortens the path somewhat.

The best that any instructor can do is point the way . He can describe what the aircraft does in response to the controls, explain why it happens, demonstrate what various manoeuvres look like, and take over control when necessary.

He cannot transfer to the pupil the ability to perceive quickly what the machine is doing, and make the necessary control movements in response.

To a large extent the pupil must teach himself by a fairly long period of careful attention and practice.

The Club's number of Instructors was increased by about a dozen in September (as previously notified). The Chief Flying Instructor, David Menzies, has placed a list of all the Club's Instructors on the frequency key board.

The Club has three different brand buddy box Transmitters and cords, kindly donated by Wings'n Things . See Why to assist in teaching.

**VALE**

**Leo O'Reilly**

It is with great sadness that we inform you that Leo O'Reilly passed away peacefully on Monday 2nd February, aged 72 years after a long battle with cancer.

His love of model aero planes spanned 56 years and his involvement in the Hobby Trade began in 1957. His loss will surely be felt in aeromodelling circles all over the world.

Leo started Model Flight and O'Reilly Model Products (who are the JR agents in Australia amongst many other products). We are sure that many of the club members would know of or have dealt with Leo in the past.

The Committee and Members of WRCS send our condolences to his son Mike and the whole family.

*May his soul rest in peace*

**CUTTING INSIGNIA FROM SOLARTRIM**

Insignia for scale models have always been a problem, waterside transfers are usually the wrong size and are not fuelproof and the 'stick-on' insignia are also available in limited sizes only and are so thick that they have a 'stuck-on' look about them.

You could paint your insignia BUT making insignia from Solartrim can be quick and easy and can be cut to the exact size you want.

1. Decide on the exact size you want the insignia to be. If you are making an RAF roundel, use the scaling diagram to proportion it. You may need to draw your insignia on paper first, the paper can then be used as a pattern and draw it on the back of the Solartrim.

**SCALING DIAGRAM**

Draw the vertical axis and mark off proportions to a convenient scale. Draw horizontals from marks. Draw line from O to cut top line at diameter of the required roundel. Then measure off the diameters of the yellow disc - OY, the blue disc - OB, the white disc - OW and the red disc - OR.



2. Cut the Solartrim shapes, circles are best cut using a circle cutter on the face of the Solartrim.
3. Assemble the insignia, leave the largest piece on its backing but peel off the surplus.
4. Add some detergent to water, peel off the backing of the other pieces under water and "float" them into place in sequence. As each piece is added, squeeze the surplus water with a pad of dry tissue. Allow to dry completely.
5. Peel the complete insignia off the backing under soapy water and "float" onto the model.

**CIRCLE CUTTER**

Start with 2 pieces of 1/2" square engine bearers.

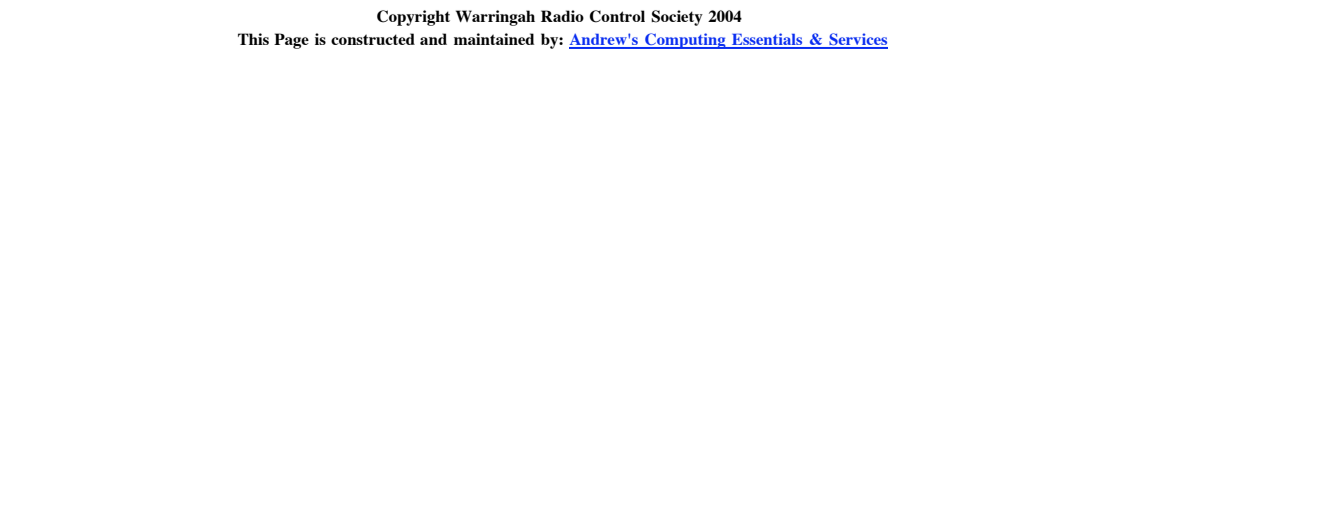
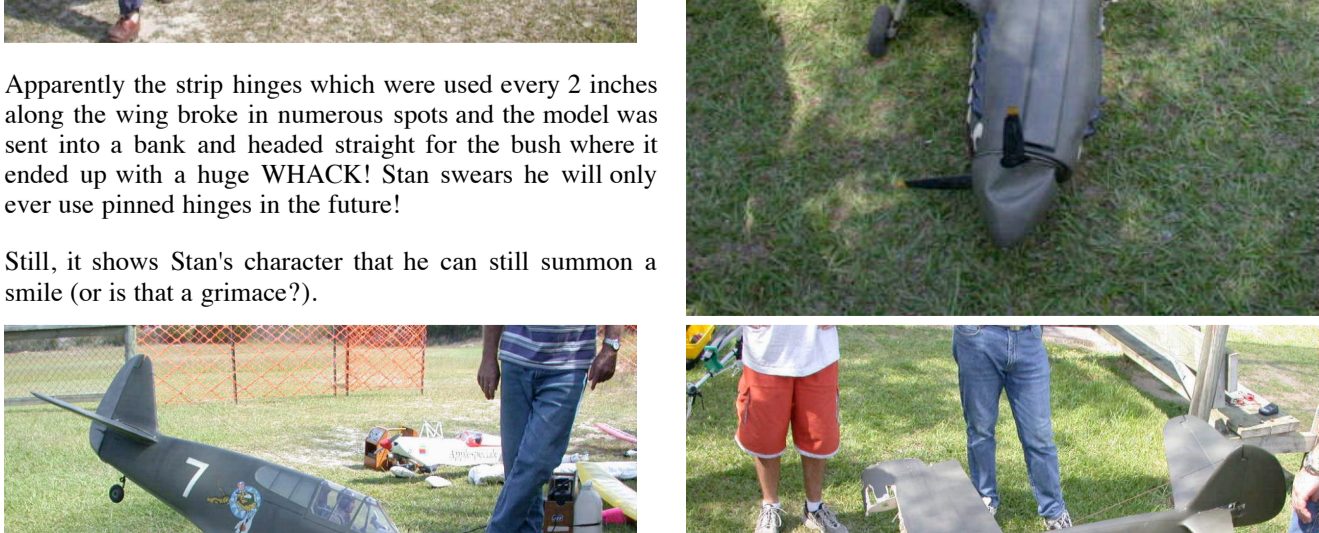
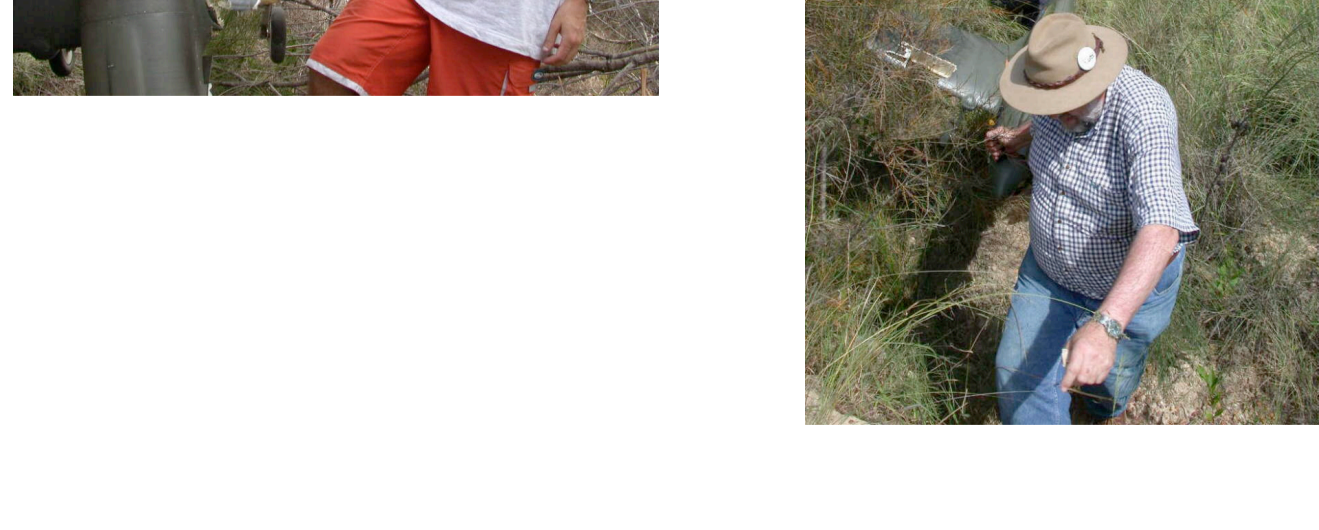
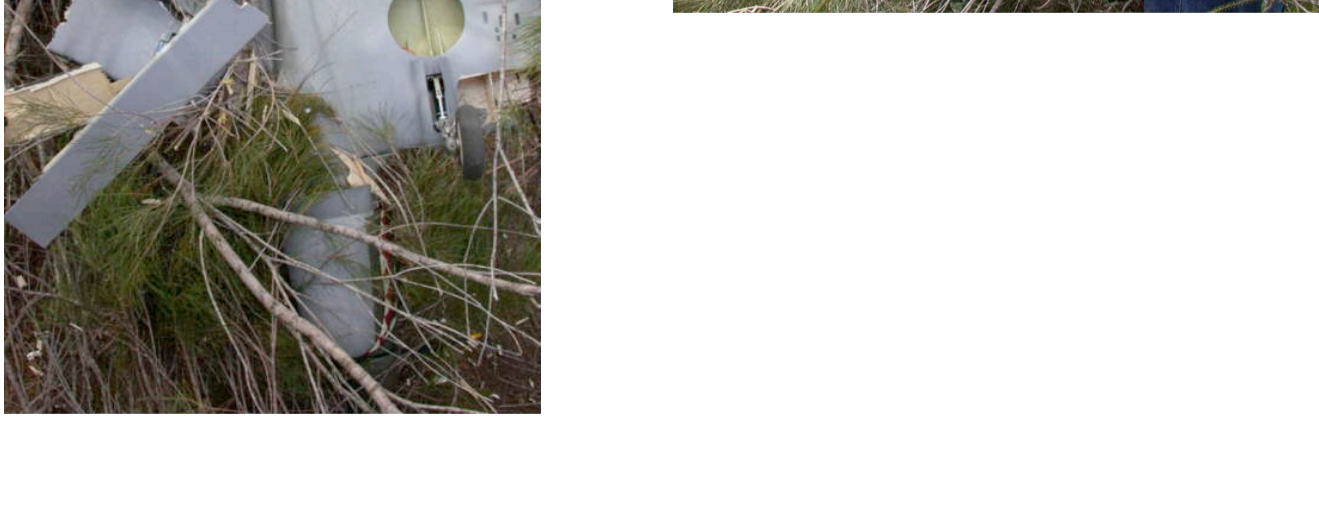
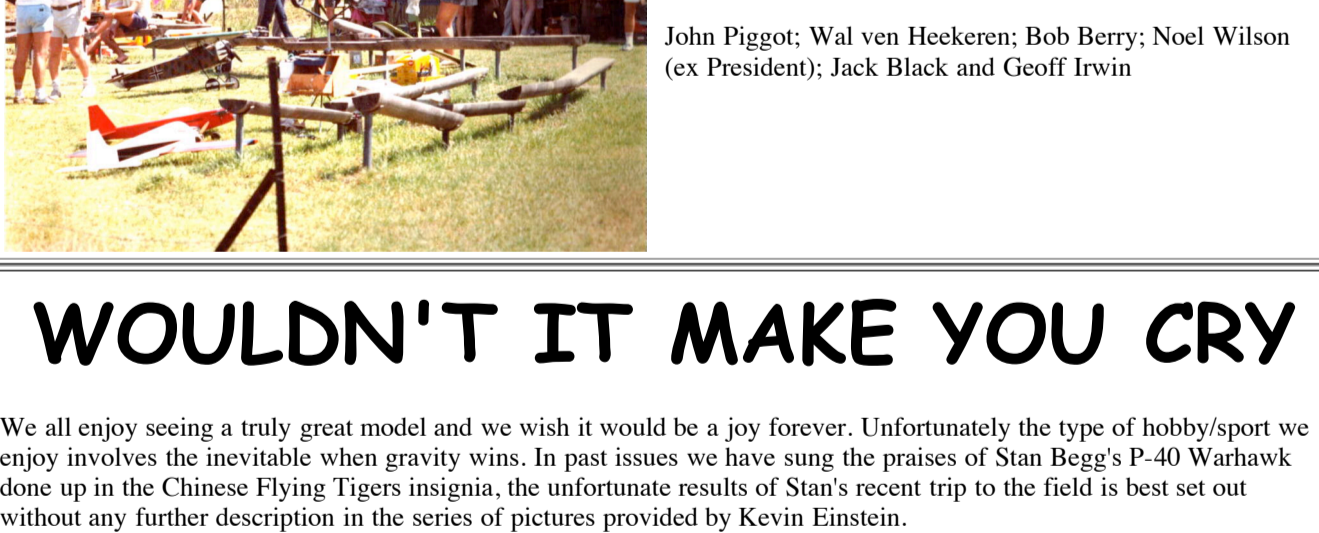
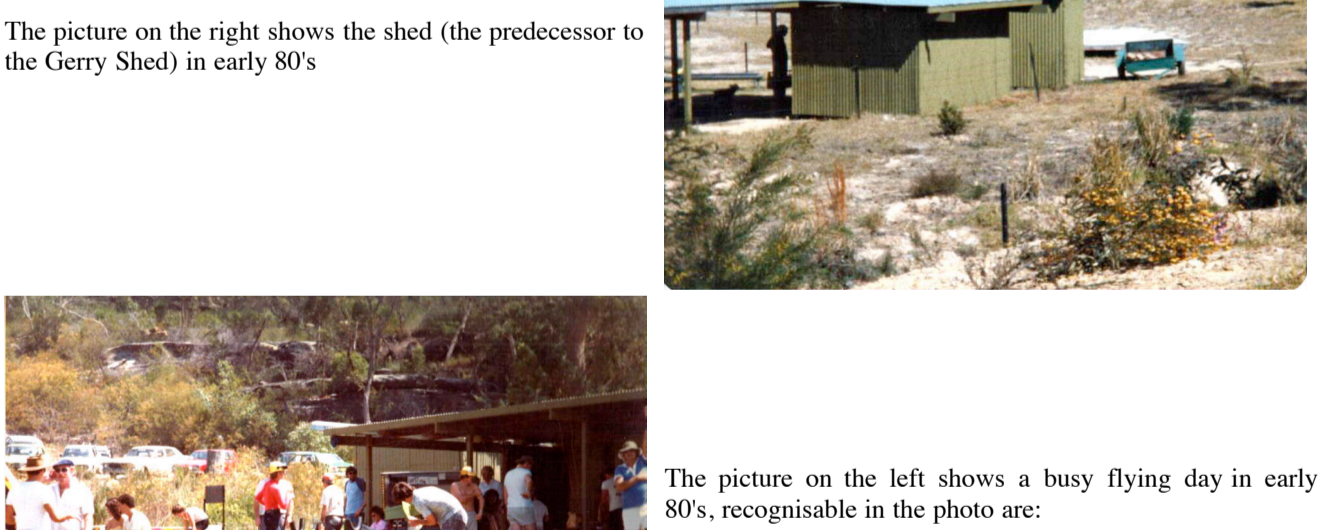
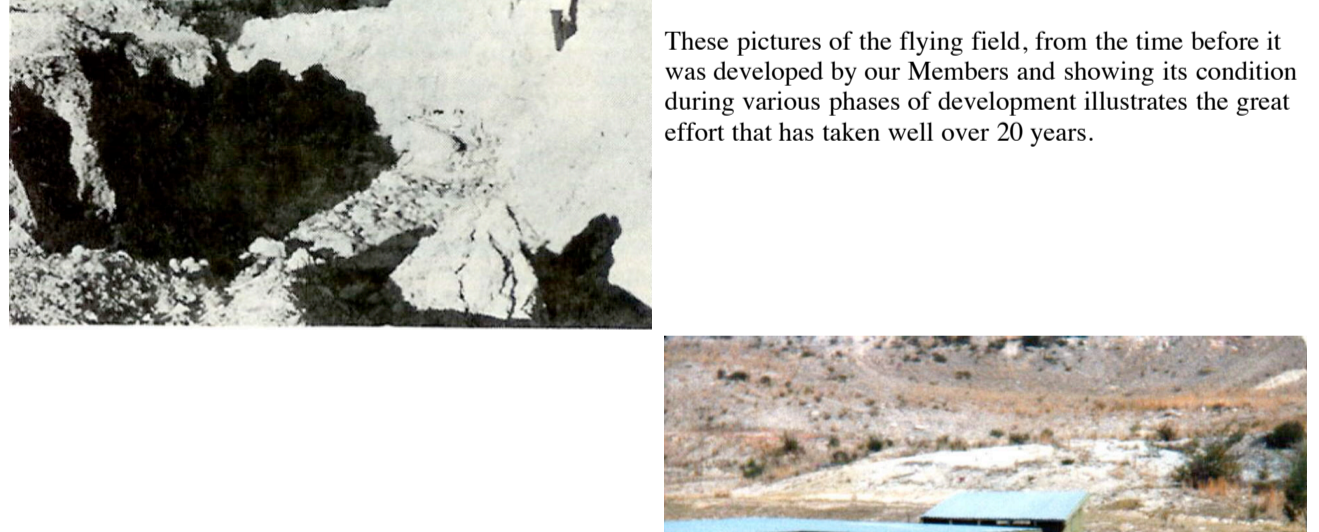
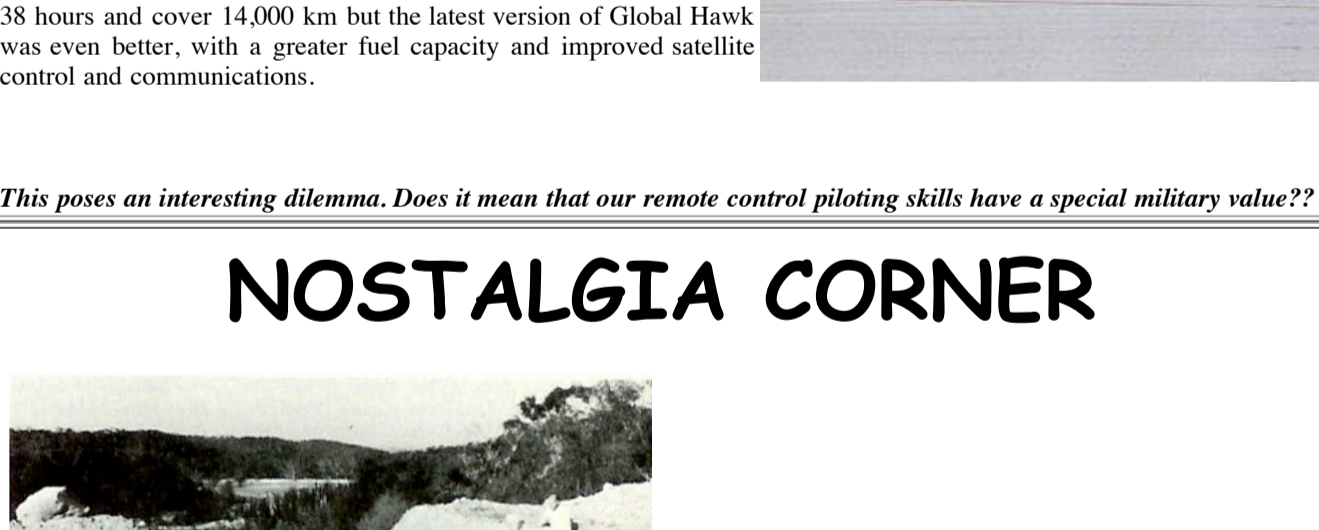
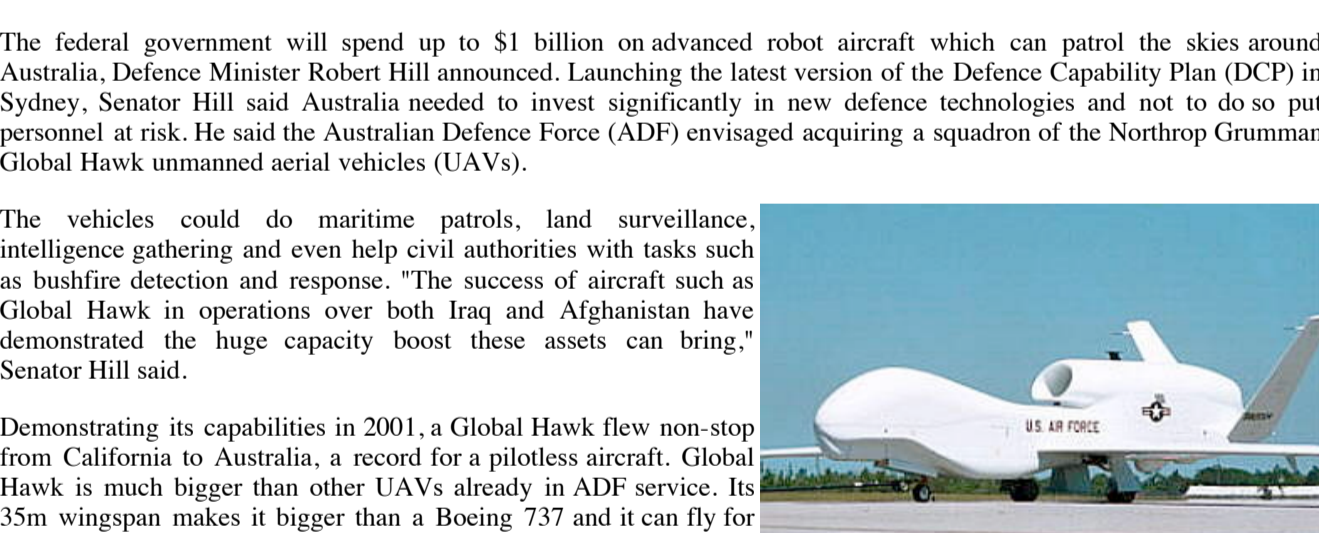


**USEFUL TIPS**

1. If you have trouble drawing on the back of the Solartrim in spite of using a quality ballpoint (none of that cheap rubbish!), wipe the back of the backing paper with a thinner.
2. Solartrim tends to roll up when unrolled and may form wrinkles. To remove the wrinkles, open the trim on a large flat surface coloured face up, and tape down the long side at the middle. Then secure the backing at each corner (double sided tape is the easiest), carefully lift the Solartrim from the backing to the centre (or however long you need for the insignia) and use the empty tube the trim came on as a roller from the centre to the end. Repeat for the other side if required.
3. When a narrow border is required around an insignia (eg. a red star surrounded by a narrow white border), cut the red star first and apply it to white Solartrim, the cut around the star. This is easier than trying to position a red star on a red star.
4. Rather than puncturing the centre of an insignia, tape a small piece of scrap ply to the centre of the solartrim and apply the spike of the cutter to that piece of ply.
5. To store your insignia if you don't apply it straight away, place it between two pieces of thick cardboard.



These pictures were found by Garry Welsh. Thanks for the contribution and continued support Garry.



You have to admit that there is only one caption that is appropriate and suitable for each of these pictures ...

**OOPS!?!**

**Australia to buy robot patrol aircraft**

Edited News Release - 5.2.2004

The federal government will spend up to \$1 billion on the latest robot aircraft which can patrol the skies around Australia, Defence Minister Robert Hill announced. Launching the advanced version of the Defence Capability Plan (DCP) in Sydney, Senator Hill said Australia needed to invest significantly in new defence technologies and not to do so put personnel at risk. He said the Australian Defence Force (ADF) envisaged acquiring a squadron of the Northrop Grumman Global Hawk unmanned aerial vehicles (UAVs).

The vehicles could do maritime patrols, land surveillance, intelligence gathering and even help civil authorities with tasks such as bushfire detection and response. "The success of aircraft such as Global Hawk in operations over both Iraq and Afghanistan has demonstrated the huge capacity boost these assets can bring," Senator Hill said.

Demonstrating its capabilities in 2001, a Global Hawk flew non-stop from California to Australia, a record for a pilotless aircraft. Global Hawk is much bigger than other UAVs already in ADF service. Its 35m wingspan makes it bigger than a Boeing 737 and it can fly for 38 hours and cover 14,000 km but the latest version of Global Hawk was even better, with a greater fuel capacity and improved satellite control and communications.



*This poses an interesting dilemma. Does it mean that our remote control piloting skills have a special military value??*

**NOSTALGIA CORNER**



The picture on the right shows the shed (the predecessor to the Gerry Shed) in early 80's



The picture on the left shows a busy flying day in early 80's, recognisable in the photo are:

John Piggot; Wal ven Heekeren; Bob Berry; Noel Wilson (ex President); Jack Black and Geoff Irwin

