

Propwash

August 2007

Presidents Report

Hello all you Avid Aeromodellers,

This time of year is always challenging as the weather is not always kind to us who want to sail the serenity of the blue yonder. I was starting to have withdrawal symptoms; shaking hands, food addictions; as I was unable to get out and have a good fly to relieve all the built up stress. Thankfully there were a few days recently that I could get out and stretch the creaking and rusting old fingers over the control sticks. I hope that you had the opportunity as well to enjoy your hobby.

You will have noticed that with the recent rains the field has become quite wet. If you are a new member this will be the first time you have seen it this way as the last few winters have been quite dry. For those of us who have been around a little longer it's time to dust off those gumboots. Actually it is good skills practice to land on the strip rather than in the outfield

where water, wheels and wings don't necessarily mix.

Please remember to always put safety first. Take note of the recent accident in Perth on page five. As accidents are just that—accidents – we need to think ahead and plan not to have them. A few well guided thoughts can stop years of pain and suffering.

Don't forget the upcoming Scale Rally on the long weekend at the end of September. Last year was a huge success with perfect weather and an assortment of planes from local and Perth modellers. Tell your friends about it and plan to be there. All planes are welcome, even if they are not scale.

The majority of last years members have rejoined but if you haven't renewed your membership yet see how to do it on the bottom of page four.

Well that's all from me.

Happy Flying to All,

Cheers,

Kezza

El Presidentè

Crashes and other Credible Chatter

Rafale B at the Paris Air Show 2007

Type	Multirole fighter aircraft
Manufacturer	Dassault Aviation
Maiden flight	1986-07-04
Introduced	2000-12-04
Status	In production
Primary users	French Air Force French Navy



Rafale



The completed model

Larry tells me that the voyage at Whiteman Park eventful. At first, probably misalignment, the jet didn't gather enough speed to make it off the runway, so the engine was shut down and the plane ran off the end of the runway, damaging the nose-wheel. Since Larry is an old hand at this, he had a spare on hand and after replacement, the Rafale hurtled down the runway, and was eased off the tarmac for a beautiful takeoff. After putting the jet through its paces, the landing was a little nerve-racking. As the power was pulled back it settled very quickly in the air but quick reflexes and experience guided it to a nice touchdown. A few minor adjustments will see this plane being a delight to fly and to admire. Well done Larry.



The 'Possum' is back again! After repairs and a respray (thanks Larry) she took to the skies recently. Shortly into the flight a fluttering was heard so the throttle was quickly pulled back and the plane guided to a satisfactory landing.

Upon inspection it was found that an aileron servo control horn screw had come out so I had managed to fly / land the plane with only one aileron operating. Wheeeeew. Don't try this at home kids! Just to finish off the day, I was packing the car when a gust of wind blew the fuselage off the bench damaging the rudder. Oh well, that's life.

Editors Note: Whilst every effort has been made to keep up with current happenings, some events slip through. I apologize if you have had an event occur that hasn't been included. If you want to make it known then please email me with the information for inclusion in the next publication. Also I'm a bit shy on pictures for this edition, so if you've got any just email them to me with a quick note and I'll write up something totally whacky to go with them. Thanks.

Dave Anderson from Albany recently visited with an electric E325 Mini-Titan Helicopter. He flies it really well.



Crashes and other Credible Chatter continued



Ben was flying his trainer when he experienced control failure. The CASA (can anyone see anything) investigation was unable to come up with a possible cause, although elevator failure was a distinct possibility. The landing was across the road in the drainage ditch which caused a large shower of water to be ejected into the atmosphere. Quite spectacular.

Woody was flying his modified 60 Trainer on a windy day when on landing the wind grabbed it and pushed it into the ground from a height of 3m. No wing damage, just knocked the nose off the fuselage. Back to the drawing board for woody.



Roy's Bobcat really flies well. A heavy dead-stick landing downwind into the paddock caused damage to the fuselage and control surfaces which may not be worth fixing. Very disappointing as it was so nice in the air.



Kevin's new Giles 202. A nice ARF. I haven't seen it fly yet.



Kevin gets Larry to test fly a scanner for him. This is an old plane from the shed of Ian Humphryson.



Hilton's Edge 540 with a DA 100. Very nice plane. Hilton tells me it cost around \$9500 to get it into the air. Looks like he'll be working hard for a while!



Financial Statements

INCOME SUMMARY

Fees		\$ 2,775.00
Canteen		\$ 140.95
Bank Interest		\$ 24.18
	Total	\$ 2,940.13

EXPENSE SUMMARY

Gas		\$ 118.80
Fuel		\$ 100.00
Hardware		\$ 233.00
Canteen Supplies		\$ 43.33
	Total	\$ 495.13

Cash at Bank End of June 2007	\$ 8,239.82
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Monthly Outcome

Profit/Loss \$ 2,445.00

June 2007

INCOME SUMMARY

Canteen		\$ 249.70
Fees		\$ 5,892.50
	Total	\$ 6,142.20

EXPENSE SUMMARY

AWA Fees		\$ 3,905.00
Insurance		\$ 420.92
	Total	\$ 4,325.92

Cash at Bank End of July 2007	\$ 10,056.10
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Monthly Outcome

Profit/Loss \$ 1,816.28

July 2007

Fees are now **OVERDUE**. If you want to fly you will need to pay your fees.

You can pay your fees in several ways:

1. Catch up with Roy Warren at the field.
2. Pop a cheque in the post addressed to 11 Mustang Loop, Eaton, 6232.

3. Deposit the money directly into the SWARMS bank account:

CBA 06 6507 00907741

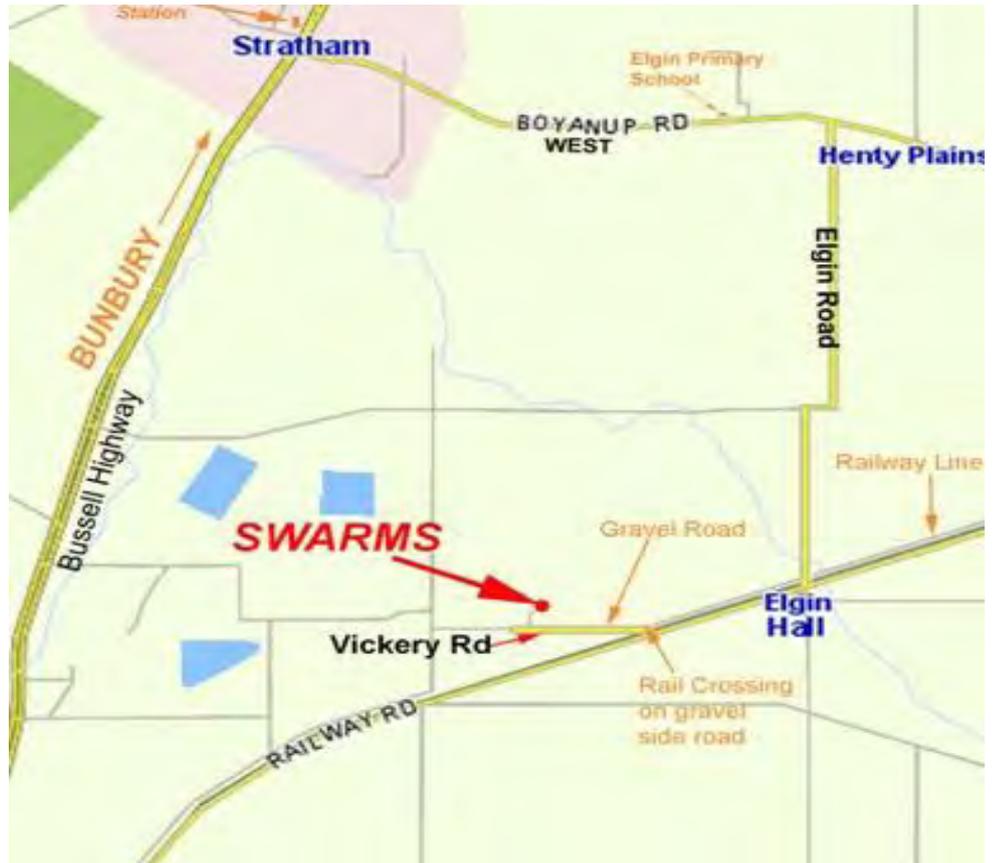
Then send an email to the treasurer advising that you have made the deposit at: treasurer@swarms.org.au

Fees are the same as last year.

Safety Issues are Important:

Just a short note to advise that I have been in touch with Comet Bay College regarding an incident at the college on Thursday the second of August 2007 in the late afternoon.

It would appear that a new teacher who has moved to Perth from the USA was flying his helicopter on the school oval as demonstration of the aircraft. He lost sight of the aircraft when the aircraft was flown into the sun. When regained sight of the aircraft it was flying directly towards the principal of the school and he was unable to change direction in time. The aircraft struck the principal in the left side of the head.



She is now in a coma in hospital and has not regained consciousness. There seems some hope that she will live and the next couple of days will be critical in her recovery.

The teacher does not appear to have been a member of a club in WA. This is a very sobering reminder in the importance of keeping aircraft a safe distance from other pilots and members of the public. We will keep in touch with the school and advise as further information comes to hand.

Regards,

Peter Brien, President, Aeromodellers of WA

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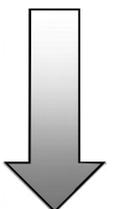
Safety Officers:

Wednesday—Dennis Green

Saturday—Kerry Forsyth

Sunday—Scott Pittick

End of Main Document.



Extract From: MOP058 2.4GHz EQUIPMENT POLICY

3. REQUIREMENTS

3.1. All equipment used for the control of model aircraft under this Policy shall conform to the requirements of the Radiocommunications Act 1992 which is administered by the Australian Communications and Media Authority (ACMA). This means that it shall conform to all technical requirements, including those for EMR/EMC, as defined in the AS/ANZ Standards and the relevant Class licence, Radiocommunications (Low Interference Potential Devices) Class Licence 2000. This is available from the ACMA and is posted on their web site http://www.acma.gov.au/ACMAINTER.65646:STANDARD:1174452071:pc=PC_297.

3.2. These standards and the Class Licence are specific to Australia. For the user, the fact that an item of equipment has a C-Tick compliance mark applied indicates that the importer or manufacturer has made a declaration of conformity that the equipment complies with the mandatory obligations under the regulatory requirements, holding the appropriate test reports to the applicable standards. Without this compliance mark the Radiocommunications Act places the responsibility on the user to ensure that the equipment complies with the applicable standards. There are severe penalties for operation of equipment that does not comply with the applicable Australian Standards. MODEL AERONAUTICAL MOP058 2.4GHz EQUIPMENT POLICY ASSOCIATION OF AUSTRALIA INC. © M.A.A.A. Page 2 of 5 08/07/2007

3.3. The fact that similar equipment may be sold with a compliance sticker in the Australian market does not guarantee that all equipment of that type or brand complies. The 2.4 GHz specifications vary through most countries of the world and there may be internal hardware or software changes without this being indicated externally. These may change with time. The only reliable source for an individual to obtain information on the compliance status of equipment without an Australian C-Tick compliance sticker is likely to be the original equipment manufacturer. See also Section 4 - Guidance. 3.4. The operation of equipment that does not conform to the requirements of this Policy may result in the Affiliate Member having a liability in the event of a claim on the M.A.A.A. insurance policies.

3.5. Only equipment that is specifically accepted by the M.A.A.A. for aircraft use is permitted. A list of the M.A.A.A. accepted equipment is included in this document as Appendix A. In addition, this equipment shall not be used outside any limitation on the approval stated in Appendix A.

3.6. The equipment shall be installed and used in accordance with the manufacturer's instructions. This shall include any restrictions on the suitability of specific items for particular applications as recommended by the manufacturers.

3.7. The user cannot control the actual frequency of operation as this is determined by the technology used within the equipment. However **the M.A.A.A. 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 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. This need only identify the name of the owner of transmitters actually either in use or ready for use.

3.8. 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 need to be changed as more applications of 2.4GHz equipment become available for model control use. 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.