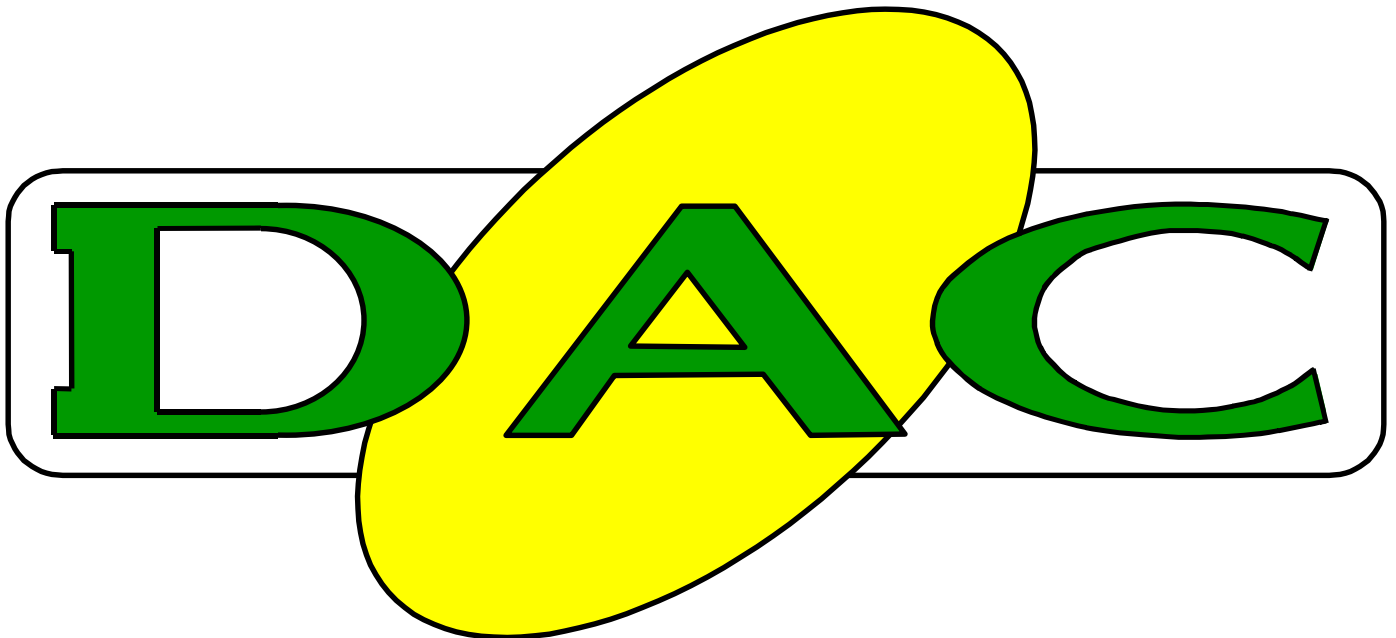


Newsletter

July 2001

DONCASTER



AERO CLUB

NEXT MEETING 16/7/01,
AT THE CLUBHOUSE,
8:00pm SHARP;
IMMEDIATELY FOLLOWED
BY AGM

President's Report

President's Report

Welcome to the last newsletter for this membership year, I hope everyone has found the publication meaningful, and will offer as many contributions to it as possible in the future.

This year we've been through lots of change, had many challenges, and experienced some great results. I'm very proud of DAC, what we do, and all of our members, and found it all to be the most motivating and beneficial attribute of the club. Some of the highlights would have to be taking out this year's VMAA Trophy, the AEFA event, and finally getting the security gate installed.

I'm looking forward to another great year with DAC, just as you are, and want to again remind you that your input to the running of the club is valued. Our next club meeting will be held on July 16th 2001, and will be followed on the same night by our AGM. We'll be holding the meetings at the clubhouse as usual, starting at 8.00pm (sharp). Please come along and add value to the process, and share any views and points of interest you may have. Don't forget to bring any Auction items!!

You may recall that back in May we hosted the AEFA Ritzy Scale and DAC Electric Rally at our facilities. It's a shame more DAC members couldn't attend, as the day was a huge success. A more detailed report is included further on, and I just want to express my thanks to all the sponsors, organisers, committee, members, and competitors involved. The day basically went off without a hitch, and guys like Morgan Hill, Martin Lui, David Porter, Graham Kay, and many others (I'd need another page to list them all) put in a big effort to make the day one to remember.

You'll probably be aware that the security gate on the park's entrance road is now under construction (it actually looks finished, but needs wiring), which will hopefully finally resolve the security issues causing periodic damage to our facilities. The project has been implemented at significantly greater cost, well ahead of Council's planning, for the benefit of all the clubs at Bulleen Park. We have the Council plus the support of the surrounding clubs and public, combined with our own efforts to thank for this, and it demonstrates how valuable our relationship with these bodies are. Some of the actions taken by the committee this year were in line with developing these relationships through our responsible behaviour. Actions regarding alcohol consumption, and noise issues amongst other things, were done as part of our responsibility, and so that we can develop and reciprocate support with our neighbours on issues such as security, or anything else important.

I strongly encourage you all to come to the AGM and contribute to as well as elect next year's committee, which will hopefully see additional members on board. At this point I'd like to thank Graham Kay, Richard Page, David Porter, and Morgan Hill, for outstanding effort and support throughout the year serving on our current committee.

Well done all, and I'll see you on July 16th if not before.

Cheers,

Dennis Travassaros
President – DAC

DAC Committee

Dennis Travassaros – President, 9844 1453

Richard Page – Secretary, 9882 3008

Graham Kay – Treasurer, 9842 8777

David Porter – Vice President and Safety Officer, 9844 3660

Morgan Hill – Contest Director, 0411 834 999

Meeting Notices

Club Meeting

As mentioned the next club meeting will be held on Monday July 16th, starting at 8:00pm sharp. The agenda and format will be the same as previous meetings. Immediately following closure of the club meeting, our AGM will commence. The format and agenda for the evening will be as follows.

GENERAL MEETING AND ANNUAL GENERAL MEETING

16 JULY 2001 AT 8.00 PM

AT THE DAC CLUBHOUSE, BULLEEN PARK

AGENDA

1. NORMAL BI-MONTHLY CLUB MEETING

- Normal Agenda
 - Members Present, Apologies And Visitors
 - Review / Acceptance Of Previous Minutes
 - Status Of Open Actions
 - Treasurers Report
 - Inwards Correspondence
 - Outwards Correspondence
 - Safety
 - Grounds
 - Membership
 - Events
 - General Business
 - **Close**

2. CLUB AGM

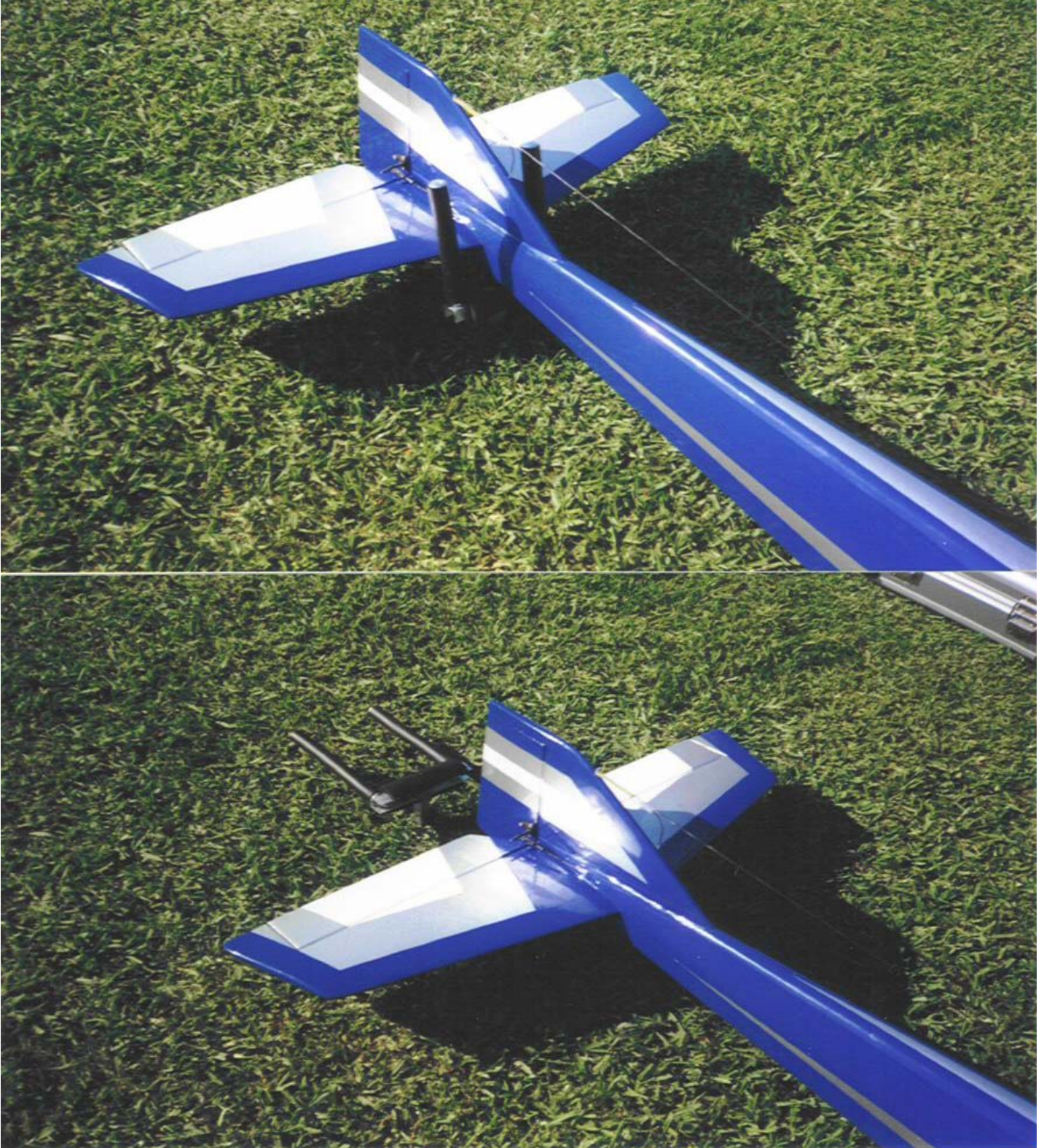
- Members Present, Apologies And Visitors
- Acceptance Of Previous Meeting Minutes
- Treasurer's Annual Report
- President's Annual Report
- Election Of New Committee
- New President's Address
- **Meeting Close**

3. AUCTION OF MODELS AND EQUIPMENT

How's this for a great idea....

You always need something to restrain your model (assuming you can't locate a spare human...), why not make one of these?

David Gibbs created the one below – it drops / folds down automatically when you move the model away; very clever. Have a chat to him at the field, I don't think he's patented it....yet!



AEFA Ritzy Scale and DAC Electric Rally

Leading up to the event, major issues were being considered and planned, costs estimated, budgets prepared, strategies formulated, processes analysed.....and that was just for the BBQ!?!?!??

Come Sunday morning May 20th, we were blessed with generally fine, slightly overcast weather, with hardly a breath of wind, and ambient temp of about 15-20 degrees (or in aero terms, paradise!). Getting the weather right was a great start – but I'm not sure who to thank... The guys from the AEFA and all the organisers were there nice and early setting up. By the time I arrived it was about 10:00am and things looked a treat. I've never seen so many models at the club; in the Pitts I lost count at about fifty – and they were all electric!! The turnout was fantastic, there were about 23 competitors with some 45 model entries spread across the Scale, 7 cell, Scramble, and Pylon Events.

Then there were the backup models; unbelievable.

Our guys had been hard at it the day before mowing the lawns, edges, and tidying up in preparation – the place looked fantastic and was jam packed with aeromodellers, and their electric aircraft of every description.

We were a little late getting off the mark at around 10:30-11:00, but given the crowd and level of competition, that had to be expected. From that moment forwards it was electric for all, even during the free 'mixed' flying session, there wasn't a gas / glow engine in sight. What a day, we flew at least two rounds in most events, coupled with aerobatics displays, free / mixed flying, and some ultra high powered competition gliders (more like guided missiles!!).

Our Sponsors donated some great prizes, from building materials to complete aircraft and field gear, and our thanks and appreciation go them all (listed below)..

Model Engines, Hawthorn Hobbies, Morgan Hill's Foam Cutting Service, OZ Flight, S & B Models, Flyin, and Model Warehouse.

Some of the scale entries were just magnificent, Cam Wylie's Hercules, and Collin Collyer's Ask 14 to name just a few. The presentation of these models and what they were capable of was just mind blowing. Unfortunately one of the other scale entries went in during flight (but has hopefully now been repaired), and there was a mid-air between two pylon models during take off (hand launch) with minimal damage.

At the end of an exciting day it was time to announce the winners, and there was a lot of praise for DAC, our members, and facilities. The level of enthusiasm was overwhelming, and the results are detailed below.

Ritzy Scale Trophy, 10 pilots with 13 entries
1st Cam Wylie
2nd Collin Collyer
3rd Cam Wylie (with his 2nd entry)
Hawthorn Hobbies Scramble, 9 pilots with 9 entries
1st Neil Hardiman
2nd Neil Spencer
3rd Colin Kahn
OZ Flight 7 Cell, 13 pilots with 13 entries
1st Neil Hardiman
2nd Ray Pike
3rd Bob Hickman
S & B Models Speed 400 Pylon (2 Categories)
Race Category, 4 pilots / entries
1st Bob Hickman
2nd Martin Lui
3rd Neil Spencer
Fun Category, 6 pilots / entries
1st Laurie Baldwin
2nd Graham Kay
3rd Martin Lui



Auction Notice

Following our AGM on 16/7/01, there will be an Auction of member's models and equipment. Please bring along anything looking for a new home, whether it be a complete aircraft, tools, engine, field equipment, or anything else our aeromodellers might be interested in.

A small fee / percentage of the sale price is paid to the club, and you might be surprised what \$\$ you get for your goods!!

\$\$\$

Fee Adjustments

As discussed at previous meetings, we've had to increase fees for this year, and our new 'rates' are listed below (as per new membership forms already distributed)..

- Joining fee \$60 (all except Juniors)
- Juniors annual fee \$48 (\$20 DAC, \$28 VMAA / MAAA)
- Seniors annual fee \$132 (\$70 DAC, \$62 VMAA / MAAA)
- Pensioners annual fee \$102 (\$50 DAC, \$52 VMAA / MAAA)

Further to these changes we've also introduced a student category, which is the Junior's DAC fee of \$20, plus the Seniors VMAA / MAAA fee of \$62 – total \$82. This only applies to students up to the age of 21.

A Superior Fokker (*sent in by Reg Eddy, thanks Reg*)

It is the summer of 1917 and the scene is a British airfield close to the enemy lines, somewhere in France. The time is 1.00pm and there is little happening as this is the hottest part of the day. Machines damaged during the dawn patrol are being repaired or cannibalised for useful parts and it will soon be time for the afternoon sortie.

Suddenly, there is the sound of an approaching aircraft. From the direction of the lines there appears a single Fokker Triplane which drops a streamer with a message attached, in the middle of the 'drome and it immediately performs a steeply banked turn and disappears back towards the Hun trenches.

A fitter retrieves the message and presents it to the CO, who had arrived hotfoot accompanied by most of his pilots. 'Crikey!' he yelled, 'Listen to this chaps.' With that he proceeded to read the following: 'Be warned Englander dogs that I, Baron Schtoppe von Minuten (sounds rude..!) will be patrolling alone over the lines at dawn tomorrow. I am deeply invincible and can defeat all Englander schwine with one hand tied behind my back.'

For a moment, there was a stunned silence, 'We can't let the blighter get away with this,' declared the CO, 'I want our three best men to be there waiting for him tomorrow.' At first light the next day, the squadron's three top scoring aces took off and headed for the lines in tight formation. At 10am it became quite clear that they were not going to return. The CO called a meeting at noon to decide just what to do about the situation.

Before he could utter one word, there was the sound of an approaching aircraft and a Fokker Triplane appeared at full throttle. Once again, a message was dropped and the aircraft disappeared whence it came. This time the message had an even more superior tone: 'So, you thought to defeat me with a handful of novices, you will have to do better than that tomorrow!'

'We can't have this chaps' cried the CO, 'tomorrow we'll send a dozen kites to intercept him'.

Next morning twelve machine took off and set out towards the enemy lines – they were never seen again! Around 11am, panic was about to set in and the CO – who was both glad and sorry that he had not led the flight himself – called another meeting.

As he surveyed the glum faces before him and wondered what to say, he was saved from further thought by the sound of an approaching aircraft. Could it be a survivor – no it was too late for that. Sure enough a lone Fokker Triplane appeared and, surprise, dropped a message pennant. 'Your schtupidity is amazing' it read, 'a mere dozen machines is nothing to my superior ability. One hundred such incompetents could not possibly defeat one such as I. Let us see what insignificant force you can mount tomorrow.'

By now, news of the situation had spread and meetings of all the CO's squadrons in the area went on until very late that night. Clearly, something drastic had to be done. Well before first light the following morning, aircraft began arriving at the aerodrome from all the neighbouring flying fields. Just before dawn, no less than 183 aircraft of various types took off and headed for the trenches. In no time, there was the sound of aerial combat taking place.

The sounds gradually died and the waiting groundcrew expected to see returning aircraft at any minute. The minutes became hours and the awful truth began to penetrate. Surely not all destroyed? At last, there was the sound of an approaching engine. The cynical were half expecting a Fokker Triplane to appear, but no, the sound was unmistakably that of a le Rhone rotary. Eventually a lone Sopwith appeared, so badly damaged that it was impossible to distinguish the type. The landing was more of a crash and it was immediately clear that the pilot was mortally wounded. He was made as comfortable as possible, made to drink some brandy and urged to speak.

With much painful coughing the words eventually came out.
'It was a trap – there were two of them!'

Jakes Help Desk.....!

Dear Jake.....

Last week I bought a second hand never flown model through the 'trading post'. It cost me \$50 all up with radio & engine. It is about a metre across the wing bit & the owner said it should be fast as its engine is a sixty – whatever that means. He says he's taking up Rocketry which is why it's so cheap.
I don't know anything about flying, which way do I point it? *Novice from Northcote.*

Dear Novice from Northcote,
Just don't point it at anything you can't afford to replace.....

I'm increasingly worried about the proliferation of small toy aeroplanes being flown during the week and on Saturdays. The sound they make is sometimes like a large Mosquito or sometimes like a small Barmix and they can't be heard at all from 100 metres away. They fly these things very low in formation until it is dark. My hobby is protesting against toy Aeroplane noise and I have experienced loads of satisfaction doing just this for well over 20 years. However I have become increasingly frustrated by the actions of these inconsiderate scoundrels spoiling my simple pleasures, what can I do? *Nasty Neighbour from Nearby.*

Dear Nasty Neighbour,
You could try collecting old WW2 live ammunition, then you could end all your problems with a bang and not a whimper.

.....Jake!

.....Jake!!

