

# Newsletter

**May 2006 Edition**

**NEXT MEETING**

**Monday 22/05/2006  
AT THE CLUBHOUSE,  
8:00pm SHARP**

**DONCASTER**



**AEROMODELLERS**

## Next Club Meeting

**8:00pm Monday the 22nd of May at the clubhouse**

On the agenda:-

- Show and Tell - Please bring along your latest model aircraft so you can show it off during the show and tell session.

All members are encouraged to come along.

## MUSINGS FROM THE LAST CLUB MEETING

By Ian Slack

The Club meeting on Monday 20 February was well attended and members were treated with several presentations. The general club info was short and sweet with the 2 main items being a report from Cliff McIver on the VMAA Trophy team and comments from President David re Safety on the field as discussed in the Newsletter.

David Law gave an excellent presentation on his current building project, a 1 to 5.5 scale Corsair. David is building from a Brian Taylor Plan/semi kit. David's discussion covered the following matters: using laser cutting services; building techniques; glues and balsa forming with ammonia; documentation 3 views books etc; modifications to proprietary equipment; painting and preparation.

David finished with a short comment re the future of scratch building and scale competition in Victoria. (Not rosy)

Ian Pullar then gave us a demonstration on making canopies using soft drink bottles and other bits of plastic. The equipment required was simple in the extreme. A hot air gun, a former carved from any old bit of timber and a clamp. The results were quite remarkable. Ian showed us all how ARF's could be refurbished with a new canopy very quickly and at little expense.

Cliff McIver demonstrated one of the new 2.4 GHz Spectrum Transmitters for Park Flyers. Very nice equipment! Members should note that the MAAA has not yet approved this equipment for general club flying.

Last but not least Fernando Monge played a DVD of the Tucson Aerobatic Shootout. This Shootout has replaced the TOC in the USA. The sponsors were Desert Aircraft. The flying really had to be seen to be believed. Truly awesome!

The meeting finished with Pizza's and drinks and lots of good discussion.

If you weren't, ***"You should have been there!"***

# VMAA Trophy

By David Gibbs



Doncaster Aeromodellers -- taking it to a double hat trick -- 6 in a row with wins in 2001, 2002, 2003, 2004 and 2006, and an equal first place in 2005!

For those that haven't witnessed this event it is the annual inter-club competition flown over 2 days and 10 events. Events range from 'sensible' like ARF Scale Aerobatics, through 'classic' like Old Timer, and on to 'why do we do this' in the form of Most Unusual Flying Object or Musical Landings.

Here is how our win shaped up.

There was no doubt over our objective this year. We are a competitive bunch and we wanted our 6<sup>th</sup> first place in arrow. And after last years draw for 1<sup>st</sup> place we wanted a clean win! The scene was set.

Planning started early under our trusted Contest Director in Cliff McIver and some active discussion at Committee Meetings on getting the team in place. The added challenge this year was replacing a couple of our seasoned campaigners who couldn't make it (we missed you Graham and Boz), finding a Helicopter Pilot for the new event (thanks David), and trying to get a 7-Cell and Thermal Glider entry in place (we failed on these).

But after months of planning and the annual team bonding dinner on the Friday night we were all

set for two days of heated competition on April 8 and 9.

Saturday saw four events flown in some rather chilly weather (what did happen to Autumn??). The results were:

- **ARF Scale Aerobatics** -- 2nd place to Daniel Travassaros. A great effort by Daniel who has developed some consistency in securing 2nd place in this event, and 1.5 bonus points for being a junior (so outscoring all the rest of the team!).
- **Fun Fly** -- 1st place to Cliff McIver for being the fastest at the sequence of Take-off>roll>loop>roll>roll>loop>roll>land over a number of rounds. Despite many concerted efforts to beat him, Cliff continues to remain king of this event and underpin the team results.
- **Fun Scale** -- 1st place to Noel Whitehead. Our regular competitor on a world scale delivered a stunning performance (and regained his traditional position as number 1 after a slight slip last year).
- **Helicopter** -- 3rd place to David Ankers. This was a new event this year and very closely fought across a number of rounds. Well done to David in his first VMAA competition for DAC and for a great result.
- **Thermal Glider** – Not contested.

This left us feeling good, but both Latrobe and PARCS Clubs were hard on our heels and we needed to continue the quality of flying into the Sunday. And that is what we did:

- **Club Racing** -- 1st place to Dennis Travassaros in his first appearance in this event. This is a great event to watch and a real adrenalin kick for the pilots. Low and fast around two pylons. Dennis came through in spades under stiff competition from an experienced and talented field. A cool, calm approach won the day!
- **Musical Landings** -- 1st place to David Gibbs. After writing off our traditional model last year, we innovated this year and flew an electric powered foamy! It is just as the name suggests – all fly round at 400 feet, music stops, last one down is eliminated. The risk paid off and it withstood a bit of a battering to outlast all others and take the day!
- **Old Timer Duration** -- 3rd place to Kevin Fryer in another very tightly fought competition against his old arch rivals. After turning up for the last two years and having weather prevent the event being flown, it was great to get in a four rounds of flights.
- **Most Unusual Model** -- 3rd place to Fernando Monge. After being denied its flight last year through bad weather, the eyeball got to do its thing and did it well. While the flying was excellent, we could not compete (or did not want to compete) with the spectacular demise of the winners (see gallery below).
- **7-Cell Glider** – Not contested

And even with this excellent set of outcomes the result was close with PARCS picking up full points in the events we didn't contest.

The final score sheet looked like this. 6 points for a win, 5 for a second etc. 1.5 bonus points for

a junior. Top 6 results per club count to their final score.

Congratulations to all who competed and to the VMAA for organising a great event.

Event	DAC	Latrobe	Nepean	PDARCS	PARCS	VMAA
Helicopter	4	5		6.5	1	3
ARF Scale Aerobatics	6.5	4	2	4.5	6	4
Fun Scale	6	3	2	4	1	5
Thermal Glider		4			6	5
7-Cell Glider		5	4		6	3
Musical Landings	6	5		2	4	5
Club Racing	6	2	4	3	2	5
Old Timer	4	6	5		3	2
Fun Fly	6	5	2	3	1	4

## Pattern at Doncaster

By Fernando Monge

It has been very pleasing to see the rekindling of the interest for pattern at Doncaster. We have lately seen a few members taking on serious practice of the Sportsman schedules in hope of representing the Doncaster club at an aerobatic competition. A reminder to all of those members who wish to take up this discipline that there are quite a few experienced pilots at the club that are more than willing to help you out with your aerobatic workout.

Further, we have the State Championship coming up soon in Bendigo. This is a great competition to attend over the weekend of May 6 & 7. For the newcomers, this would be a very good experience. I was initiated into the world of Australian pattern aerobatics at a State Champs in Bendigo back in 2000. There was a slight breeze in my face of about 15 – 20 knots and the temperature was down enough to freeze the dew on the airplane's wings!

I had mentioned to some of you that there would be a one-day competition at Nepean in June this year. We had targeted this as the perfect "first" for the Sportsmen. Unfortunately, this competition has been cancelled due to the APA Championships that will be held in Mildura on June 2 & 3.

However, we have lobbied with the APA Contest Director and have been able to program a Nepean one-day competition for the end of June (perhaps the 25<sup>th</sup>). The condition for this competition to take place is that the Doncaster club must guarantee at least 3 Sportsmen members to participate. Hopefully, we can get the 5 that have expressed their interest to attend.

Historically, the Doncaster Club has participated in competitions with anywhere from 6 to 8 members. Lately our numbers have fallen significantly with only 3 members participating at the Shepparton 2006 Masters. Let's see if some of those experienced pilots come back from their "rest" and some of our new talent gets into the groove and we get our numbers back at the level they are supposed to be.

## Translations from the German Air Force Instructors Manual for Student Pilot's in Germany

AIRCRAFT:- der fliegenwagon

LIGHT AIRCRAFT:- der kleinen fliegenwagon

CROP DUSTER:- das fliegenwagon mit der holinder buttun vor puffen der poopaunder aunder

PASSENGER JET:- der groose fliegenwagon mit skullsplitten schremem spittenfirenbakof

PROPELLER:- der airfloggen fann

SELF STARTER:- der airfloggenfann flinger

CONTROL COLUMN:- das pushenpullen schtik

RUDDER PEDALS:- der tailschwingen, pushenpullen werke

PILOT:- der tailschwingen, pushenpullen werker

STUDENT PILOT:- der dumbkoff lerner fliegen

INSTRUCTOR:- der dumbkoff schtul mit der dumbkoff lerner fliegen

AIR TRAFFIC CONTROLLER:- der schwienhund ubbenzie tauer watchen aller oder dumdkoffs fliegen

WEATHER RADAR:- das elektroniken stormengerschniffer

GROUND STUDIES:- das hedschratchen bulwerken

LINK TRAINER:- boks mit aller fliegenwerks innit

V.F.R.:- lookenoutenseein fliegen

I.F.R.:- lissenwaitenhopen fliegen

FORCED LANDING:- trienen gebackonner grand mittout krashen

FIRST SOLOS:- trienen gebackonner grund mittout kraschen alone

PRECAUTIONARY LANDING:- looken virst den kraschen

CROSSWIND LANDING:- trienen gebackonner grund mittout kraschen sidevays

PARACHUTE JUMP:- trienen gebackonner grund mittout der fliegenwagon

**C.F.I.:- der fliegen fuehrer**

## True Story - Police Radar

Police in Britain using a radar gun noted a reading of more than 300 mph, just before their equipment fried. Seconds later a low-flying Harrier jet hurtled past.

The police complained to the Royal Air Force about the damage to their equipment, but the police were told to consider themselves lucky. The Harrier's target-seeker had locked onto the radar and triggered an automatic retaliatory air-to-surface attack. Fortunately for the police, the Harrier was not armed with missiles.

# NOW IS A GOOD TIME TO .....

By Ian Pullar

A plane was about to take off when the pilot announced on the PA "This plane is about to fly to Florida. If you are not intending to fly to Florida, now is a good time to get off."

Flying our models is a bit the same. Now is a better time to check things - before your plane crashes.

Have you got your key in the Board? Do you have the right model dialled into your transmitter? Is left left and right right? Are all plugs and crystal in tight? Perhaps some of them could be taped. Colour code aileron plugs. Are any cracks appearing or screws or nuts missing? Hinges and linkages okay? Range check .....

Whenever you have the opportunity (and make it happen), check something old and something new on your plane. And think about installing an on-board receiver battery indicator (\$25).

Maintain a healthy respect for the possibility of equipment malfunction – and it will be less likely to happen.

Safety – Think it, Talk it *Fly* it.

## The DAC Committee

Name	Position	Contact
David Gibbs	President	03 9889 4939
Cliff McIver	Vice President	03 9850 4478
David Keynton	Secretary / Treasurer	03 9885 7318
Ian Slack	Registrar	03 9489 3001
Anthony Peate	Electric Committee Member / News Letter Editor	03 9877 8225
Ian Pullar	Electric Committee Member / Electric Training coordinator	03 9428 4365
Fernando Monge	Power Committee Member	03 9722 2908
Denis Travassaros	Power Committee Member	03 9712 0229
Graham Kay	Power Committee Member/DAC Web Site Administrator	

## Note from the Editor

The newsletter relies on articles from club members and any member can submit one. Just make sure they are emailed to me at **Anthony.Peate@telstra.com** in one of the formats listed below. If you want to include pictures, try to limit you articles to 2MBytes in size. I will also accept articles attached to Emails that are compressed using PKZIP. Please include Author's name in article.

- Plan text
- Word document
- Excel Spread Sheet

Keep flying,