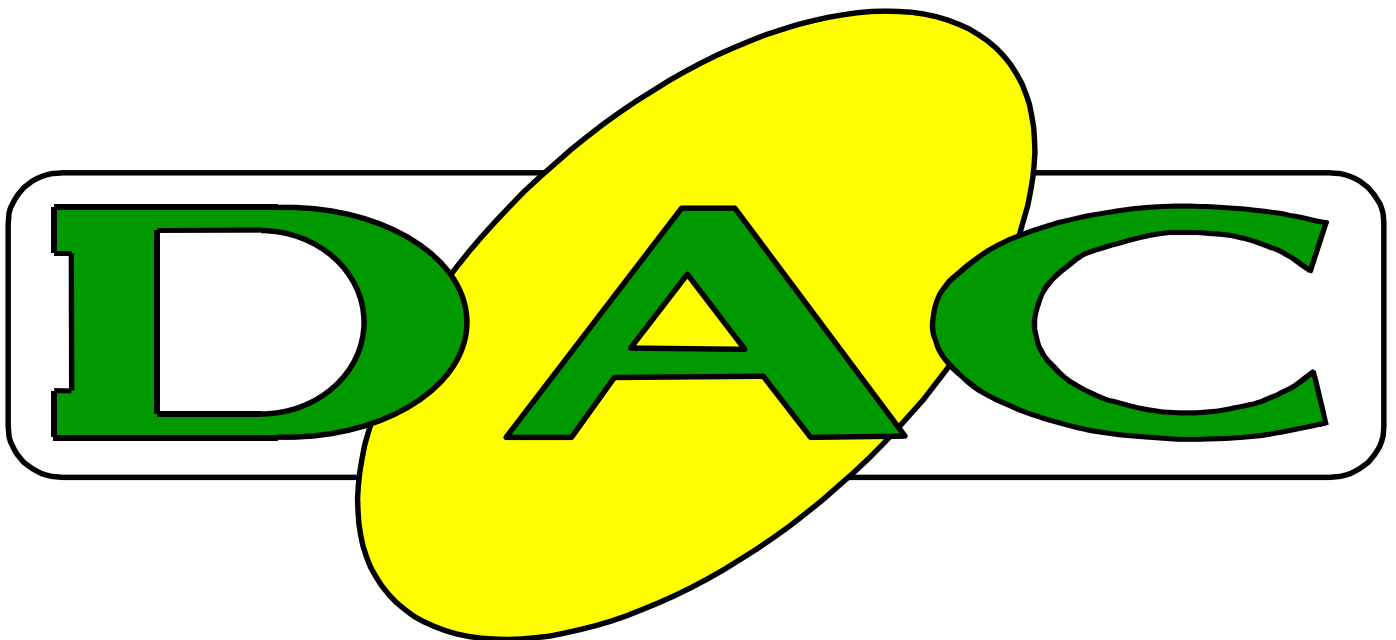


Newsletter

September 2001

DONCASTER



AERO CLUB

NEXT MEETING 17/9/01,
AT THE CLUBHOUSE,
8:00pm SHARP

President's Report

Welcome to the first newsletter for the 2001 – 2002 membership year.

July's AGM saw the (then) existing committee re-elected to the same positions, and 3 new members on board. My thanks go to all for their effort; the new people are David Nobes (representing control line), Colin Kahn, and Neil Spencer, both representing the Electric side of our fantastic hobby. The entire committee is listed further on with their contact details, and the AGM minutes are also included.

Our next meeting will be at the clubhouse on Monday 17/9/01, starting at 8.00 sharp. Please come along and join us when we review issues in progress, and discuss anything new. If we have a video (working) on the night, I have 2 tapes from my colleagues in Europe, of ducted fan and turbine scale models in action which are very good. If by chance the security gate is made operational before the meeting date, the committee will ensure you have access on the night.

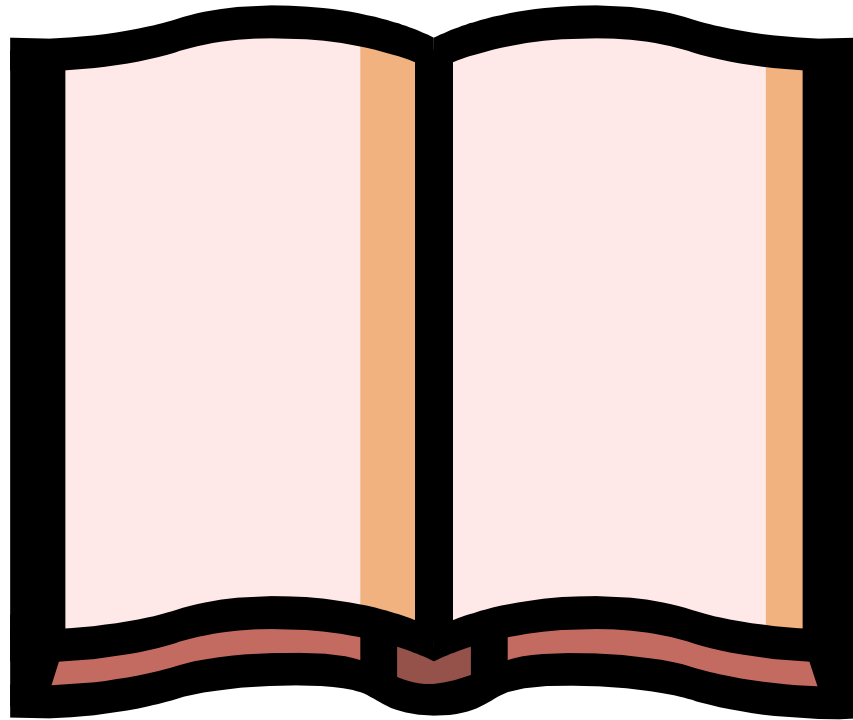
The issue of security is still high on the agenda given the delays in making the Park's access gate functional. Whilst the gate was installed months ago, there are still delays in finalising its operation. Recently we've had more damage to the field, strip, Pitt, and control line areas making it very frustrating for all of us; which has been conveyed and followed up with Manningham Council who manage the complex. We are making every effort to expedite the process, and I appreciate your efforts, assistance, and patience. Members have been kind enough to mow / repair tyre tracks (thanks Cliff and others), whilst others have taken photos (thanks Eric) which are used as evidence to help push the issues through. The simple fact that many of us keep a watchful eye on our facility is a major benefit; thank you all for that as well.

In an effort to improve general flying and safety, we'll be relocating the pilot line as a trial (effective immediately). Basically the line will be moved North approx. 30 metres, aligning it more centrally, which will hopefully provide for better flying orientation around the strip and field, in particular for R/C on landing circuits etc.. We need to be mindful of circumstances however, and should the 2nd control line circle be required, the R/C pilot line should temporarily return to its current position at the South Western corner of the strip. This should also be the case if helicopters are flown on the 2nd control line area, as it is unsafe and strictly forbidden for any R/C model to be operated behind the pilot line. Please ensure witch hats are used to clearly identify the correct pilot line at all times; whilst this all may sound a little complicated, the committee and membership generally feel this is a better way of managing this area. The local council has also acknowledged our request to have the cricket pitch removed, and the strip resurfaced / leveled. Their initial response is encouraging but might complicate flying when the work is in progress if it goes ahead (likely timing at this stage is Oct / Nov, but they haven't confirmed yet). Please feel free to raise any concerns over these issues at the next meeting.

Whilst I'm guilty of this myself, could I also remind everyone on the mowing roster to keep an eye on it, and ensure they don't miss their turn to mow; there have been a few occasions now where we've skipped a week. Like I said, I'm guilty of this, and have taken action to ensure it doesn't happen again, could anyone else on the roster with a memory like mine please do the same.

See you at the field, and the next meeting.

Dennis Travassaros – DAC President



Also in this Edition

- Minutes from last Club Meeting and AGM
- Mowing Roster – reminders
- Dear Jake
- Copy of current club / safety rules and guidelines

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

David Nobes – Control Line and general representation, 9857 4031

Colin Kahn – Electric Flight and general representation, 9841 7106

Neil Spencer – Electric Flight and general representation, 9842 6000

**DONCASTER AEROMODELLER'S CLUB
MINUTES OF CLUB MEETING NO. 1/01-02
HELD 16 July 2001 AT 8.00PM**

VENUE: Clubhouse, Bulleen Park

PRESENT: Dennis Travassaros (President & Meeting Chairman)
Graham Kay (Treasurer)
Richard Page (Secretary)
David Porter (Vice President)
Morgan Hill (Events Director)
Club Members (23)

APOLOGIES: Ray Halstead
Edmon Odza

ACTIONS ON: Dennis Travassaros (DT), Richard Page (RP) and Graham Kay (GK)

ACCEPTANCE OF PREVIOUS MEETING MINUTES:

Minutes of the previous DAC General Meeting, held 15 May 2001 were accepted – proposed Dennis Travassaros, seconded Graham Kay.

STATUS OF OPEN ACTIONS:

Actions 4/2 and 4/3 remain open. All other actions closed.

TREASURER'S REPORT:

Treasurer's report was held over for presentation at AGM, to be held immediately following the general meeting. Treasurer stated that club membership currently stands at 59 financial members, which is considered to be 'pretty good' considering we are only two weeks into the new club year.

INWARDS CORRESPONDENCE:

From: Manningham City Council
Subject: Allocation of Grounds
Action 1/1 Secretary to respond to council's Allocation of Grounds letter. RP

From: Manningham City Council
Subject: Proposed New Toilet Block
Action 1/2 President to respond to council's Proposed New Toilet Block letter confirming DAC's support for the proposal. DT

From: Manningham City Council
Subject: Invitation to Functions – posted on Notice Board (members to respond personally if wishing to attend).

OUTWARDS CORRESPONDENCE:

To: Contributors to AEFA Event
Subject: Thanks for Contributions.

SAFETY:

Boz Student pointed out that if something changes in its operation, there must always be a reason why. So check on the underlying cause as it may well introduce a safety issue – witness Boz's finger bandage! Cliff McIver stated he had noted that members have been operating in a very disciplined way over the past month. It was confirmed that all new members receive a safety leaflet in their joining pack.

Action 1/3 Graham Kay to post a copy of the safety leaflet on the Notice Board and Dennis Travassaros to include a copy in the newsletter. GK / DT

Model flying at the Trinity sports ground was raised as an issue, both from noise and safety perspectives. Rob Clarke stated that a council bylaw prohibited any radio model flying other than at the DAC ground.

Action 1/4 Dennis Travassaros to write to Trinity raising our concerns and offering to work with Trinity to resolve them. DT

GROUNDS:

Graham Kay stated that he would not chase up members on the mowing roster – it is up to the individuals concerned to check when they are rostered on.

The park access gate is expected to be operational within weeks. Dennis Travassaros has written to council requesting keys (at least two) to the gate.

Outstanding Action 4/2 Dennis Travassaros to discuss proposal to remove the concrete cricket pitch from the air-strip with Manningham council's Bob Jones. DT

FLYING EVENTS:

No events to report or plan.

GENERAL BUSINESS:

Cliff McIver acknowledged the work done by the president with council this year.

Neil Spencer proposed that a double power point be added further along the North wall towards the door. Agreed – Barry Taylor and Neil to arrange.

Rob Clarke stated that the MAAA took a significant hit on members' third party insurance due to the HIH debacle. We should expect around a \$10.00 increase in the rate for year 2002-2003.

Cliff McIver requested that combateers bring their models down for a bit of streamer cutting this coming Sunday (22/7). Note: 2.5cc plain bearing motor models only.

Outstanding Action 4/3 Richard Page to notify the VMAA secretary (Ivan Chiselett), registering DAC's interest in hosting the next instructor's course. RP

The meeting closed at 08.55 PM

NEXT MEETING: To be advised in Newsletter.

17 July 2001

**DONCASTER AEROMODELLER'S CLUB
MINUTES OF YEAR 2001 ANNUAL GENERAL MEETING
HELD 16 July 2001 STARTING AT 8:55 pm**

VENUE: Clubhouse, Bulleen Park
PRESENT: Dennis Travassaros (President)
Graham Kay (Treasurer)
Richard Page (Secretary)
David Porter (Vice President)
Morgan Hill (Contest Director)
Ordinary Members Present (24)

APOLOGIES: Ray Halstead
Edmon Odza

ACCEPTANCE OF PREVIOUS MEETING MINUTES:

Minutes of the previous DAC Annual General Meeting, held 17 July 2000 were accepted - proposed Dennis Travassaros, seconded Graham Kay.

TREASURER'S REPORT:

The treasurer reported the financial status of DAC's accounts as follows:

- Profit & Loss Comparison: Similar to previous year, with \$1,000 difference due to timing
- Balance Sheet by Year: It may be advisable to build up an investment fund in case of future extraordinary (unbudgeted) items
- Budget 2001-2002: Budget indicates a planned surplus of \$786 for this coming year.

Treasurer's report accepted – proposed Richard Page, seconded Dennis Travassaros.

PRESIDENT'S REPORT:

The president reported on the year's events and happenings, expressing his belief that DAC has had an excellent year. He particularly noted competition events held at the field (Fun Flies, AEFA Ritzy Trophy), outstanding competition results (old timer, aerobatic and VMAA Trophy). He also thanked both the present and former committees for their sound financial management, that has allowed such things as the extension to the clubhouse and the new mower purchase to go ahead without problems.

ELECTION OF NEW COMMITTEE:

All members of the previous year's committee were reappointed unopposed. New appointments were made to represent electric and control-line. The new committee is made up of the following members:

Dennis Travassaros (President)
Graham Kay (Treasurer)
Richard Page (Secretary)
David Porter (Vice President)
Morgan Hill (Contest Director)
Colin Kahn (Committee Member representing electric flyers)
David Nobes (Committee Member representing control-line)

GENERAL BUSINESS:

The president reaffirmed his thanks to the committee and members for the excellent year.

Meeting closed at 9.15 PM

Mowing Roster

The roster as noted below is current.

Anyone listed who cannot continue should contact Graham Kay direct as he maintains this, and any necessary amendments can be made. All members listed rely on the accuracy of the roster, and the entire membership relies on the field being mowed, so please ring Graham (9842 8777) if your name appears below and you cannot continue. An up to date roster is also posted on the clubhouse notice board.

Reminders: David Nobes is next on the list for the week ending 15/9/01; myself the following week, then..

G Kay 29/9/01

R Page 6/10/01

N Spencer 13/10/01

M Lui 20/10/01

V Humphries 27/10/01 and so on...

Should anyone need to swap a particular day, please contact the other members listed and make your arrangements, **then** advise Graham and the roster will be revised accordingly. We really need all involved to maintain their commitments and ensure our facilities are taken care of.

Thank you for your effort and assistance.

| | W/E Sat | W/E Sat | W/E Sat | W/E Sat |
|--------------------|-----------|-----------|-----------|-----------|
| Neil Spencer | 3-Feb-01 | 28-Apr-01 | 21-Jul-01 | 13-Oct-01 |
| Martin Lui | 10-Feb-01 | 5-May-01 | 28-Jul-01 | 20-Oct-01 |
| Vaughan | 17-Feb-01 | 12-May-01 | 4-Aug-01 | 27-Oct-01 |
| Cliff McIvor | 24-Feb-01 | 19-May-01 | 11-Aug-01 | 3-Nov-01 |
| Anthony Peate | 3-Mar-01 | 26-May-01 | 18-Aug-01 | 10-Nov-01 |
| Nick Daud | 10-Mar-01 | 2-Jun-01 | 25-Aug-01 | 17-Nov-01 |
| Jonathan Pape | 17-Mar-01 | 9-Jun-01 | 1-Sep-01 | 24-Nov-01 |
| Roger Peine | 24-Mar-01 | 16-Jun-01 | 8-Sep-01 | 1-Dec-01 |
| David Nobes | 31-Mar-01 | 23-Jun-01 | 15-Sep-01 | 8-Dec-01 |
| Dennis Travassaros | 7-Apr-01 | 30-Jun-01 | 22-Sep-01 | 15-Dec-01 |
| Graham Kay | 14-Apr-01 | 7-Jul-01 | 29-Sep-01 | 22-Dec-01 |
| Richard Page | 21-Apr-01 | 14-Jul-01 | 6-Oct-01 | 29-Dec-01 |

Dear



Jake,

Dear Jake,

There is a strange looking structure that's been installed just past the Carey side gate. It is shiny silver in colour and has yellow poles in front of it. I thought it must be a manifestation of modern sculpturing but someone tried to convince me it is a gate of some sort. Do you know what it really is?

Inquisitive from Ivanhoe

Dear Inquisitive from Ivanhoe,

Must admit that I originally thought that it was something specially built so the Graffiti artists could practice on it and in so doing improve its appearance. But this is not so.

As you would be aware we have experienced in recent times a spate of vandalism causing considerable damage to our field and property.

Now pull up your chair close by and listen carefully for I'm going to have to whisper this very softly, because we don't want everyone to know. It's a box full of electronic equipment. Think of a lap top computer and the electronics therein then multiply it by at least a thousand times. Now that works out to be a huge and powerful amount of electronic gadgetry that is capable of anything and everything.

Now imagine this – a car full of the ungodly arrives and serious nasties are committed on DAC or other property in the park. The magic box observes this and electronically records the rego, engine, and body numbers while calling 000.

Now here's the Piece De Resistance – as they drive out chuckling like a drain, just as they pass the electronic box out shoots a long arm which passes through both Driver's and Passenger's windows foiling their escape. In minutes the Police arrive and good triumphs over evil. Now keep this to yourself, it's a secret...

...Jake

(interesting if it's a convertible...)

Dear Jake,

Recently during soccer training at Bulleen Park, I looked Southward and noticed peculiar light patterns in the night sky. Could it be UFOs or just the Southern Aurora?

Player from Preston

Dear Player from Preston,

Neither, it's just our electronic flyers getting lit up. Several of our members have recently fitted exotic lighting to their electric models and are flying aerobatics at night. The lighting effects are most impressive. Not long ago electric flight was referred to as just a passing phase. Now passing phase is a real cool name for an electric pylon model...

...Jake

(hmm, wonder if I can make a fuzz out of that old tuned pipe?)

DONCASTER AEROMODELLERS CLUB INC.

SAFETY

If you were to consult a dictionary, you would find that safety means a "state of being safe" or "freedom from danger" or some close equivalent.

It is clearly much more than a list of rules, and not something to simply learn parrot-fashion.

It is a state of mind, a concern for one's self and others, commonsense, very much a responsibility, and in our case, a top priority for survival of aeromodelling.

As it is an industrial environment, safety is a means of preventing injury or death to participants and spectators alike.

Safety includes taking into account the modeller, the model itself, weather conditions, conditions of the field, and so on, and is therefore very much related to experience and guidance.

It would be extremely difficult to therefore list all of the rules or practices to cover the many areas of concern, but the following are not only basic, but form the necessary minimum requirements to enable the safe operation of our Club.

In behaving safely, you are also giving yourself and others the best opportunity of enjoying this great hobby of aeromodelling.

There are of course differences in requirements for the safe operation of each of the activities of radio control, control-line and glider modelling.

1) ALL AIRCRAFT

- (a) Construct all models strictly in accordance with the plans and specifications, paying particular attention to stressed areas, e.g. the mounting and securing of the bell-crank in a control-line model.
- (b) Ensure that the model selected is within your capability to fly, and if in doubt, seek the benefit of an experienced modeller and his advice.
- (c) Submit your model to the Safety Officer for scrutiny and compliance with the regulations where applicable, e.g. the ten times model weight pull test that is required for a fully rigged control-line model.
- (d) Do not use second-hand materials or equipment if possible. With regard to second-hand equipment, have the equipment professionally checked and certified.
- (e) Discard scratched or cut propellers. An 8" diameter propeller travelling at 15,000 RPM has a tip speed of 357 MPH. It takes little imagination to appreciate the damage that would be caused by a disintegrating propeller blade at this speed - unfortunately it does happen more frequently than it should.

- (f) Check, tighten and replace etc. suspect components, especially wing securing bolts, elastic bands, etc.
- (g) In the event of a rebuilt (previously crashed) model, repeat the above minimum safety precautions and have the model flight tested by or under the supervision of a senior experienced dub pilot.
- (h) Display your VH number clearly on the model.
- (i) All model engines must be muffled.

2) FIELD RULES

It is just not possible for one Safety Officer to be in attendance at all times and on all flying days. It is the responsibility of the most senior or experienced member(s) to assume the role of Safety Officer, and control the field and the flying.

- (a) No transmitter/receiver unit will be acceptable or allowed to be used unless it has been frequency certified by an independent authority, and displays the appropriate certification sticker.
 - (i) Re-certify after model damaged.
 - (ii) Certify every 2 years.
- (b) All transmitters must be impounded at all times other than when in actual use.
- (c) The transmitter keyboard must be used at all times to control and safeguard flying. The pilot's key must be clearly marked and identified, and used in the keyboard while flying. It must be withdrawn when the flying activity has been completed.
- (d) Transmitters are to be clearly identified with the pilot's name and channel number.
- (e) Carry your model from the pit area to the flying line (as designated for the day). The Safety Officer will impound models taxied in the pit area for the day.
- (f) Pilots must not make major adjustments or alterations on the runway. Return the model to the pits if in doubt of performance of the model or equipment.
- (g) Control-line models not flying must be removed by a minimum of two metres outwards from the flying circle.
- (h) Control-line models must be inspected on all flying days, lines checked for kinks and fraying, joints and connectors checked at attachment to the control handle and model.

(i) FLYING

- a. **New** pilots without a current M.A.A.A. licence and insurance cover will be provided with one day's flying only, under instruction of a recognised Club Instructor. No further flying will be allowed until the new pilot has become a financial member of DAC or has a current M.A.A.A. licence. Affiliation cards must be shown on request.

- b. All pilots must fly the circuit as designated by the Safety Officer of the day, from an area designated as the pilot area.
- c. Pilots must obtain clearance from all other pilots of airborne aircraft prior to take-off.
- d. Flying is not permitted at any height over:-

out of bounds areas

pit areas

car park

control-line area

other areas as designated by the Safety Officer or his deputy of the day.

- e. Sail-planes and helicopters have the right of way at all times over powered fixed wing aircraft.
- f. Sail-planes will not be flown during the times allocated for R.C. powered aircraft.
- g. Helicopters can be flown in the special helicopter area north of the pits or in the fixed wing area. When flying in the fixed wing area, circuits shall be flown as for fixed wing aircraft.
- h. Model aircraft on landing have priority over any model aircraft airborne or taking off.
- i. Dead-stick landings have absolute priority over all other model aircraft. Please call "dead-stick" loudly.

(j) GENERAL

- (k) New members, visiting members, and of course potential members need your guidance. As a member of our Club, you are personally responsible for safety, help and assistance to these people. Alternatively, direct them to the Safety Officer of the day, Club President, or the most senior or knowledgeable pilot in attendance.

- (l) Spectators.

You were once yourself a spectator, and you can appreciate the fascination our models create. You must also realise the innocence and ignorance these spectators have of our models and equipment, and the potential danger. This is especially true with regard to children spectators, and it is your duty therefore to help maintain our good safety record thus far, by taking any action required with regard to these spectators, to prevent a potential accident. Take friendly but firm control of their proximity to our models - particularly models with running engines.

Pay special attention to spectators in close proximity to the control-line flying circle, as it is most difficult for the pilot to gauge from the centre their closeness to his flying model.

At the same time, help yourself and your fellow club members to retain an unmauled and undamaged model. We all know how fragile our models are, and how clumsy and unkind spectators can be when wandering amongst our models.

Safe flying - and remember, if in doubt - do not fly - double check and ask your Safety Officer.

Dave Porter, Vice President and Safety Officer