

# Newsletter

September 2005 Eddition



**NEXT MEETING**

Monday 19/09/2005

AT THE CLUBHOUSE,

8:00pm SHARP

## Next Club Meeting

**Monday the 19th of September at the clubhouse at 8:00pm**

On the agenda for the next club meeting is:-

- Pizzas and drinks will be supplied.
- David Gibbs - will bring Laptop with flight Simulator.
- 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.

## Up and Comming Events

Event	When	Time	Where
Inaugural Military Aircraft Rally 2005. Any size military aircraft welcome. Catering operating.	Saturday 29th October 2005	10:00am	State Flying Field
Helicopter State Championships	Saturday 12th and Sunday 13th November		State Flying Field
2nd Anniversary of the State Field Sports and Scale Fly-in. BBQ, softdrinks and coffee available.	Sunday 20th November	10:00am start.	State Flying Field

**\*\*\* FOUND \*\*\***

**Up a tree !**

Electra Fun Plane.  
Orange Reinforcing tape.  
Contact Ian Slack

## Items of Interest

**From:** Graham Smit [mailto:Graham@challengept.com]

**Sent:** Friday, 26 August 2005 4:18 PM

**To:** president@dac.org.au

**Subject:** Permagrafit Tools Australia

Hi David

Thought you might like to know that Permagrafit Tools have now opened in Melbourne. We offer a range of tungsten carbide abrasive tools that are perfect for sanding, cutting and shaping materials used in the construction of model aircraft and other hobbies. They are made from one of the hardest materials known to man and outlast sand paper thousands of times and thus give years of trouble free use.

You can view our site at [www.permagrafit.com.au](http://www.permagrafit.com.au)

and I would also appreciate it if you could inform your members about us.

Also, I would be more than willing to attend one of your club meetings to demonstrate our range of tools to your members.

Thank you

Regards  
Graham Smit

Perma-Grit Tools (Aust) Pty Ltd  
B11, Scoresby Industry Park  
Janine Street  
Scoresby  
VIC 3179

Tel: (03) 9763 5846

Fax: (03) 9764 0890

Email: [sales@permagrafit.com.au](mailto:sales@permagrafit.com.au)

## F3A World Championship Update

Fernando Monge

Well, the 24<sup>th</sup> F3A (Pattern) World Championship, held at Saint Yan, France, has come and gone. Christophe Paisant Le Roux, from France, has won it for the fourth time in a row. Young Tetsuo Onda from Japan came in second, and Roland Matt from Liechtenstein came in third.

In the team standings Japan came in first, USA second and Liechtenstein third.

To our Australian team huge congratulations. The team came in 10<sup>th</sup> in a pack of 42. Gavin Broadbent from Queensland ended up 23<sup>rd</sup> after the preliminary rounds giving him a chance to fly in the semi-finals. After the semi-finals, Gavin ended up in 28<sup>th</sup> place overall. Alfred Pye ended in 34<sup>th</sup> place and Bill Bloodworth in 35<sup>th</sup>. Henry Lim from the Singapore team, who flies with us in Victoria, came in 88<sup>th</sup>. There were a total of 112 contestants.

With the awesome performance two years ago from Jason Shulman with his electric F3A model, everybody

believed this year would be the year of the electric. Not so!! The championship was won by CPLR flying his Oxalys powered by a YS170DZ internal combustion engine. The Japanese team also all flew with the YS170DZ's. Roland Matt was flying an electric powered Onyx from PLF concept (PLProd).



A view of the airplanes from some of the finalists. Note the winglet on the Paisant Le Roux airplanes aft of the canopy. Apparently it helps during the knife edge portions of the rolling manoeuvres! I wonder when we will be at a point where something like this can help our flying!

## Risk Management

***“Expect the unexpected – then work like crazy to make sure it doesn’t happen.”***

There are three risks in flying model aircraft.

1 - Damage to plane and property;    2 - Bodily Injury;    and    3 - Loss of use of the field.

I work in the insurance industry with a team of people who handle claims where something has gone wrong. There are thousands of claims and the range of causes is mind boggling. There are common themes:

- (a) action not taken to minimise a known or foreseeable risk; and/or
- (b) the alignment of events and factors causing or contributing to the severity of the incident.

What’s a foreseeable risk? It’s regarded by the law as what the “reasonable person” could foresee. Now

though “reasonable people” have differing opinions and are constantly arguing, most events that occur **have also occurred in the past** – and are thus foreseeable. We need to **think ahead** to minimise risk.

**Examples of what may occur singly or in alignment and cause a serious incident:**

My radio / brain / thumbs glitched. My servo jammed. Control horn came off. Up was down. Left was right. The wind caught it. But the range check was okay last month. I was close to the pits. Wrong model on radio. I / He was doing the wrong thing. I / He forgot to put a frequency key in the board. I wasn't over the field when it happened. She came out of the bushes with her dog and walked right into the path of my plane. He didn't call “on the field”. That child should not have been there.

**We could lose our field.** Our view of the importance of our hobby may not always be shared by others. It is important that we do not upset those who decide if we can keep the field. They will make their decision based on whether they **perceive us** to be “**good tenants**”, or not. We will be perceived as poor – or high risk tenants – if they receive reports of: noisy aircraft; dangerous flying; flouting the rules; rudeness; a perception of us having a disregard for public safety; accidents / incidents; and risk of involvement in litigation.

**But what if no-one is around?** You can never assume that “no-one is around”. On the roads, it is totally unacceptable to; drive over .05; go the wrong way round the roundabout, or the wrong way on the freeway on/off ramp - just because “no-one is around”. Same with flying. Too risky. Your actions may coincidentally align with another event, such as equipment or operator failure, or someone arriving unexpectedly.

**The same rules are to apply to everyone.** Unfortunately it is only practicable to determine one standard set of rules to cover all ranges of flier - from the novice to the experienced. This is similar to when we drive along the road, we are all subject to the same speed limits and road rules, despite the differences in our vehicles and driving skills. But **we still want our club to be friendly** – so be **mature** and **friendly** in the way you approach anyone flying dangerously. We all “glitch” occasionally or may not have recognised the danger.

If you see others stray from safe flying practices, that does not reduce the obligations upon you to comply. The obligations upon you remain. It's like saying “But officer, I saw two people *speeding* so it must be okay for me to *drink-drive*.” If you have concerns or queries about flying practices, **see a committee member**.

**Safe flying – different planes have different flying characteristics – and must be flown accordingly.**

A light aircraft will be more easily blown downwind than an aircraft with greater penetration. SOLUTION; - if field layout allows it, keep light aircraft upwind unless in the landing phase. A heavier aircraft will have more penetration but will require a longer landing approach and will land at a faster speed. They are different, but the requirement – to fly both safely – remains.

**Flying “crash-proof” planes only means *the model itself* may not be damaged. All other risks remain the same**, so these planes, and also 3D models, must still be flown in control and safely.

At our first committee meeting this year, we were asked what our passion was. I said that I was anxious about losing the field – and passionate about retaining it. I ask you to *share my passion* – and make sure that we retain our field so that we can continue to fly – and fly safely.

**To minimise the risk;**

**“Expect the unexpected – then work like crazy to make sure it doesn't happen.”** Ian Pullar

## Editors Corner

Here is an interesting idea I discovered on the internet

### **The Radio Controlled Lawn Mower.**



I wonder if we could use one?

Some one with a lot of time on there hands in Florida USA came up with this bright Idea. The mower start up checklist seemed to be more complex than a Cessna 150 take of checklist.

#### ***On a serious note,***

If anyone has Items suitable for inclusion in the DAC newsletter please Email the soft copy to me in one of the following formats listed below, as I love to cut and paste. If you are including lots of pictures, try to limit you articles to 2MBytes in size. I will also accept articles attached to Emails that are compressed using PKZIP.

- Email plan text
- Word document
- Excel Spread Sheet

Keep up the flying,  
Your News Letter Editor,  
Anthony Peate.

**Email: [Anthony.Peate@telstra.com](mailto:Anthony.Peate@telstra.com)**

## The DAC Mowing Roster

Name	Home	Work/Mobile	W/E Sat	W/E Sat	W/E Sat	W/E Sat	W/E Sat
<b>Dennis Travassaros</b>	9712-0229	0432-889-883	20-Aug-05	22-Oct-05	24-Dec-05	25-Feb-06	29-Apr-06
<b>Cliff McIver</b>	9850-4478	9882-7521	27-Aug-05	29-Oct-05	31-Dec-05	4-Mar-06	6-May-06
<b>Nik Daud</b>	9852-3236	0412-263-883	3-Sep-05	5-Nov-05	7-Jan-06	11-Mar-06	13-May-06
<b>Greg Sleeth</b>	9848-6809	9634-4658	10-Sep-05	12-Nov-05	14-Jan-06	18-Mar-06	20-May-06
<b>Anthony Peate</b>	9877-8225	9634-4303	17-Sep-05	19-Nov-05	21-Jan-06	25-Mar-06	27-May-06
<b>Neil Spencer</b>	9842-6000	0409-418-073	24-Sep-05	26-Nov-05	28-Jan-06	1-Apr-06	3-Jun-06
<b>Bill Osborne</b>	9846-6373	9408-6042	1-Oct-05	3-Dec-05	4-Feb-06	8-Apr-06	10-Jun-06
<b>David Keynton</b>	9885-7318	0417-290-191	8-Oct-05	10-Dec-05	11-Feb-06	15-Apr-06	17-Jun-06
<b>Mathew Marino</b>	9462-1051		15-Oct-05	17-Dec-05	18-Feb-06	22-Apr-06	24-Jun-06

## 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