



Dardanup  
Aeromodellers  
Society (Inc.)

# AIR-FLOW

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040911

2011/12 Committee:

President: Noel Cavanagh    Secretary: Kerry Forsyth    Treasurer: Stephen Peacock  
Safety: Ron Fahlbusch    P.R./Website: Jason Fletcher

Again the newsletter runs to the wrong side of short, but the hope is that there is content to be of interest to all.

Firstly President Noel has come up with some ideas to improve flying and fellowship, and I have added parts of a training manual which was introduced many moons ago.

Jason and Larry have been flying with camera ships and made big advances, and Jason has posted HD clips on Utube at. Good Footage.

[http://www.youtube.com/user/TheOzzimadman?feature=mhee.](http://www.youtube.com/user/TheOzzimadman?feature=mhee)

Here's a good one about slow learner's

<http://www.xtranormal.com/xtraplayr/12376800/a-day-in-the-life-of-a-tech-at-extreme-power-systems>



If you like WWII Bipes, this site has a great article about a recent trip to Oskosh.

[http://www.vintagewings.ca/Home/tabid/40/language/en-CA/Default.aspx.](http://www.vintagewings.ca/Home/tabid/40/language/en-CA/Default.aspx)

Don't forget, you have to be in it to win it.

# DL ENGINES



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Hi fellow flyers

For some time I have had this idea of some fun competitions, nothing serious, but there is an ulterior motive. The ulterior motive is to improve our flying skills no matter what level one currently is at, whilst having a bit of good light hearted fun pitting yourself against your fellow club pilots, as well as the inclusion of family and friends.

For the challenges I would like to keep the rules very simple and uncomplicated. However in doing this I acknowledge there will be advantage & disadvantage for some. The point is --- its not about bigger & better --- its about fun and improvement and club spirit.

I am thinking of having a Glider Challenge, A Sports Plane Challenge. A Stand Off Scale Model Challenge ( ie it does not have to be scale but when viewed from a distance one can clearly see the scale intent of the model.) A Pattern challenge.

A Balloon Burst (thanks for the idea Jason,this challenge will be very interesting). And I would also like to have a couple of Family & Kids fun days with a B-B-Q lunch and a chuck glider event or similar for the both the little and big kids alike.

I have not forgotten our Heli pilots---I am not sure of what challenges you folks would like as Heli is not my main area of interest---however I am really impressed with what I see at the field and if any one can suggest an uncomplicated challenge with simple rules then let me know as you folks are an important and vital part of our club, and I would like you in amongst the challenges.

There is so much variety happening at the Club that even as I am writing this I am thinking there will not be enough weekends to fit it all in. We could have demonstrations from Jason and Larry with their FPV, demos from the Heli pilots, scale flying demos from anyone with a scale model, as well as pattern, an Old timers challenge, a Combat wing challenge, the list is endless.

Eventually I would like to see say three permanent calendar events / get togethers between the Kemmerton Kings (Hi guys, hope it going gangbusters up there) , The SWARMS Swans and the Dardanup Dams-busters ( a bit of poetic licence there).

I believe the challenges can take place in amongst our regular Sunday morning get togethers and will add to everyone's Sunday morning enjoyment.

Any model can take part, be it, Electric, Glow/Gas powered, jet or even steam engine if you have a super dooper one.

There are 2 GOLDEN RULES :-

1. SAFETY FIRST----- If you find you are in a situation you are uncomfortable with then abort the manoeuvre and fly safely – We want both you and your model safe and sound.
2. COWBOYS-----Will not be tolerated. This is about fun, enjoyment and improvement.

Points will be scored as follows:-

Straight line take off and steady 30 degree climb.

Attain safe flying height and commence manoeuvres.

Manoeuvres do not have to follow/flow into each other. They can be completed separately (exception---Procedure Turns must be done as one manoeuvre) and all manoeuvres must be called.

I believe even our newest members can participate in this event with the assistance from our instructors Kerry or Larry and some latitude will be given for our novice flyers.

### Tentative Dates

9th Oct. – Glider Challenge and Family BBQ. There will be a Chuck Glider comp after the serious stuff. (Help your kids build the ultimate chuckie – No Kids -- then build one yourself and have a go.)

13 Nov - Scale Model Challenge

11 Dec - Balloon burst Challenge and Family Xmas BBQ lunch.

15 Jan 2012 – Heli Pilots Challenge & Demonstration flying

Future events dates to be decided as we go along.

Flying Wing Combat challenge

Sportsman – Bronze Wing Challenge

Swarms / Kemmerton Invitation ----Possible Electric day

It would be great if all club members could make an effort to participate in a couple of proposed events as I believe the benefits to the Club and Club spirit will be enormous. Who knows, maybe one day we could be hosting the Nationals.

Safe flying.

Noel.

(Take off is optional,  
Landing is Mandatory).

\*\*\*\*\*

*The next pages are inserted for anyone wanting to know more about training.*

*If anyone wants to print pages feel free to do so, depending on your printing set up you may be able to rotate pages for a compact booklet. Ed.*

\*\*\*\*\*

**A cautionary tale.** Larry recently had occasion to test out a 36 Meg. system purchased second hand, and after checking the frequency and inserting the pin in the board, turned on. The outcome was that one of Graeme Cattach's models was shot down and destroyed.

Investigation showed that the Tx had been supplied with one frequency written on the case, but another frequency crystal had been inserted. We must be aware of becoming "relaxed" when using 2.4 Tx's, and be extra vigilant when using an unfamiliar radio of any type. The Gremlins are always waiting to Getcha. As an aside, frequency pins must always be used, even if you fly 2.4, for there may come a day when some-one asks you to fly a 36 frequency model.

# MAAAA Inc. - TRAINEE PILOT LOGBOOK

**INTRODUCTION:** This logbook is designed to be used in conjunction with a pilot training system as set out in the MAAA Inc. Flight Instructor's Manual, as conceived by Mr. Bob Young of Silvertone Electronics, past-President of the Radio Control Aircraft Society of N.S.W. The sequence of this logbook follows that of the manual and throughout this logbook reference is made to the appropriate section of the Flight Instructor's Manual. As you progress through your training it will be recorded and signed-off by your Instructor. At the end of each section your Instructor will test your proficiency at that particular section and certify a pass to enable you to proceed onto the next section, with the award of Bronze or Gold Wings being the ultimate aim.

**BRONZE WINGS.** The Trainee Pilot must demonstrate **COMPETENT BASIC SKILLS** in those aspects of R/C powered aircraft flying, as set out in various pages of this book, to the satisfaction of the Trainee Pilot's club, which is in turn, responsible for the award of the Bronze Wings (obtainable from the State MAAA Inc. Affiliated Body) to the Trainee Pilot.

---

**TRAINEE PILOT'S NAME:** ..... **CLUB:** .....

**ADDRESS:** ..... **MAAA Inc. No:** .....

# PRE-FLIGHT TRAINING

1. **DEXTERITY TRAINING:** Using blindfold, Trainee Pilot must be able to locate all the transmitter controls quickly with no fumbling.
  2. **THEORY:** Trainee Pilot must be able to name all major components of aircraft and define functions including effect of controls.
  3. **AIRFRAME & PRE-FLIGHT CHECKOUT:** Trainee Pilot should be fully acquainted with and proficient at demonstrating this important aspect of flying operations. (See Section 3.2 in MAAA Inc. Flight Instructor's Manual).
- NOTE:** Dexterity training has, in the past, been overlooked and this has become obvious by the lack of awareness of the difficulties Trainee Pilots face in merely handling the transmitter controls. Consequently, some basic form of finger exercises should be given in order that controls can be located automatically and without distraction. Too often the Trainee Pilot is preoccupied in locating the required control instead of flying the aircraft. This is particularly important in co-ordinating the double axis controls.

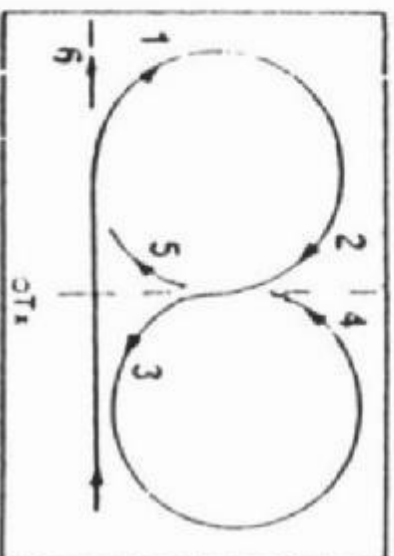
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**Training Dates** ..... **Results** ..... **Instructor's Signature** .....

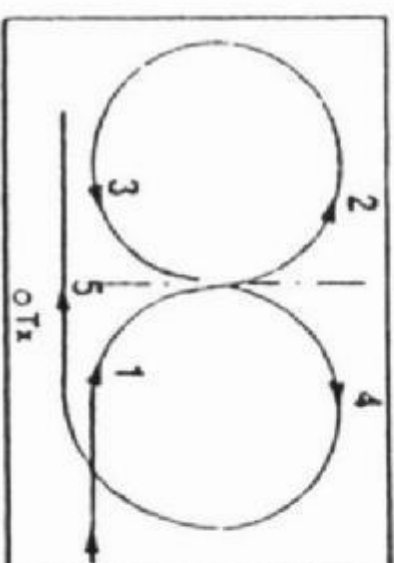
..... **Date Tested** ..... **Result** ..... **Instructor's Signature** .....

# **PRELIMINARY FLIGHT TRAINING** **OUTWARD & INWARD FIGURE EIGHTS.**

MAAA Flight Instructor's Manual Section 3.5.1 through to Section 3.5.4.



Outward Figure Eight - Fig. 1.



Inward Figure Eight - Fig. 2.

**Training Dates**

**Results**

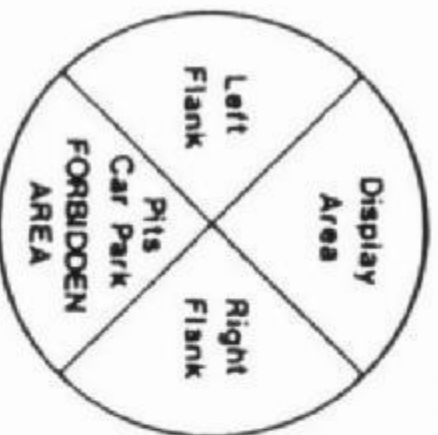
**Instructor's Signature**

**Date Tested**

**Result**

**Instructor's Signature**

# PRELIMINARY TRAINING FLYING IN DIFFERENT QUADRANTS OF THE SKY



MAAA Flight Instructor's Manual Section 3.1.7 through to Section 3.1.11.

**NOTE:** The Trainee Pilot should be fully acquainted with the requirements of Civil Aviation Order 95.21 in relation to ceiling heights of flying operations, the allowable distance to fly from or over people, buildings, etc. Remember, the Civil Aviation Order is enforceable at law.

**Training Dates**

**Results**

**Instructor's Signature**

**Date Tested**

**Result**

**Instructor's Signature**



# TAKE - OFF.

MAAA inc. Flight Instructor's Manual Section 3.7.1.

With most modern model aircraft take-off should be easily accomplished. Emphasis will be made on gradual application of power while keeping the aircraft straight, and using a little elevator to lift-off, then making a gentle climb out with wings level unit safe altitude is reached. The Trainee Pilot will have observed his/her Instructor take-off on a number of occasions and should be well prepared for this stage of training.

**Training Dates**

**Results**

**Instructor's Signature**

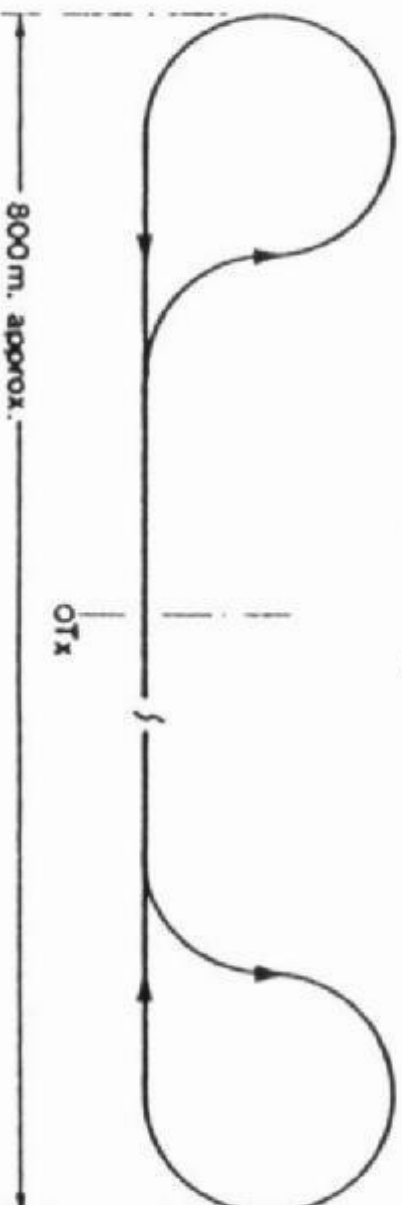
**Date Tested**

**Result**

**Instructor's Signature**

# **INTERMEDIATE FLIGHT TRAINING** **PROCEDURE TURNS.**

MAAA Flight Instructor's Manual Section 3.8.1 through to Section 3.8.4.



**Training Dates**

**Results**

**Instructor's Signature**

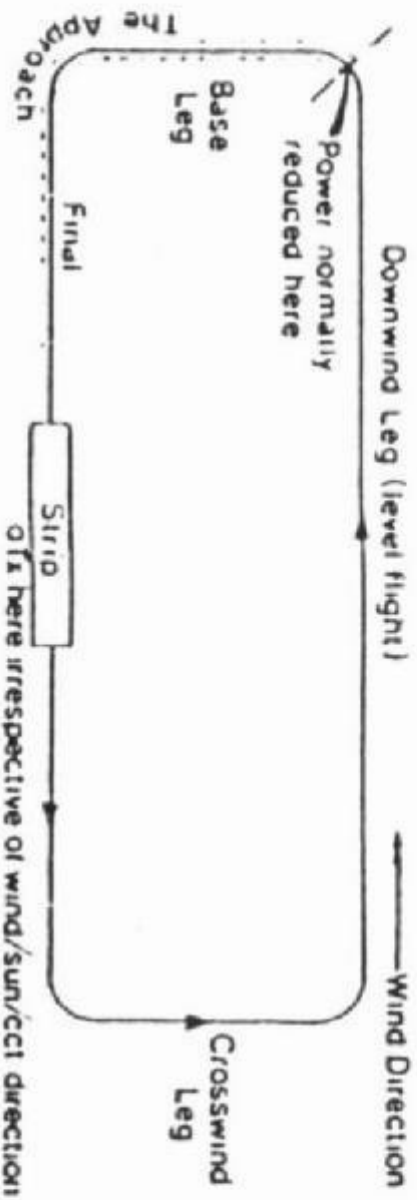
**Date Tested**

**Result**

**Instructor's Signature**

# LANDING CIRCUITS.

MAAA Flight Instructor's Manual Sections 3.10.1, 3.10.2, 3.15.1, 3.16.1 and 3.16.2.



**Training Dates**

**Results**

**Instructor's Signature**

**Date Tested**

**Result**

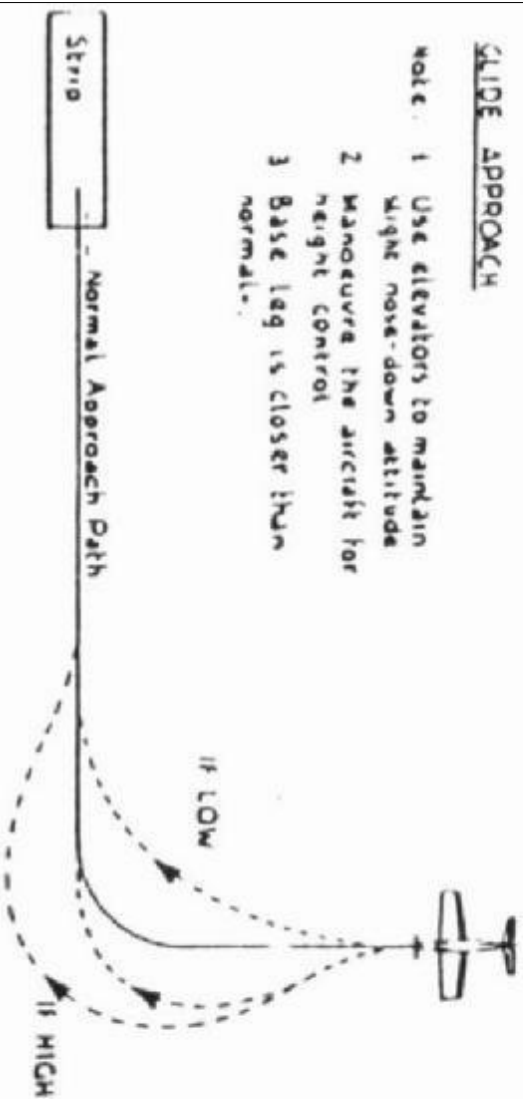
**Instructor's Signature**

# APPROACHES & LANDINGS ..... continued.

## COMMON APPROACH FAULTS:

### SLIDE APPROACH

- Note:
- 1 Use elevators to maintain right nose-down attitude
  - 2 Manoeuvre the aircraft for height control
  - 3 Base leg is closer than normal.



- a. Downwind leg too close.
  - b. Base leg too close.
  - c. Excessive speed prior to or during approach.
  - d. Tailwind component on base leg and/or final approach.
- For wind effect on approaches and landings refer to Section 3.17 of the MAAA Inc. Flight Instructor's Manual.

**Training Dates**

**Results**

**Instructor's Signature**

**Date Tested**

**Result**

**Instructor's Signature**



Pre-Flight briefing before Graeme Cattach departs for another sortie. All electric, good flight times and a great flying model Chippie.



Ty's Copter, that's him in the corner. Pic's of the Copter are free, pic's of Ty \$50.00

### Saturday Notes from Graeme Holman.

Last Saturday (20/7) was a great winters day for flying, nice and sunny with a gentle breeze assisting the windsock in deciding takeoff direction if nothing else.

The 11 club members on site saw Carl Lindberg and Thomas and Jay, do some handy flying of the club Boomerang Trainer, what a great beginners model that is! Carl then borrowed a battery pack and was getting some very long flights with his EPP glider and he had a little thermal assistance and plenty of encouragement from behind the fence. It won't be long now guys and the warmer days and rising thermals will be more plentiful - keep your eyes on the local Wedge Tail Eagles for tips on thermals. (On that point if you love watching eagles in flight you should get down to the Margaret River Raptor Park for their 1.30pm Live Flight displays, amazing agility and navigation from birds that are flying around un-caged!! Take your high speed camera too!)

Kerry Forsyth was steady as always as Flight Instructor and the quality of trainee flights and landings is a good indicator of his ability and quality coaching and guidance.

Note to the younger crew: When flying a new model with poor initial handling or trim - Altitude is your friend!

Graeme Holman brought his new model out (Kerrys old CAP232) and completed most of the bench set-up and managed to get the engine running well too. Next visit to the field should see it in the air! Graeme has a novel idea, building a control line trainer for his son James using a cheap Hobbyking EPP SuperCub and adding a control-line bellcrank in the servo bay for elevator control, and the RC transmitter for throttle control, we'll have to wait and see how that goes! Good Luck James!

Kerry had his new baby at the field, a YAK55 EP with outrunner motor, and with his carefully tuned fingers on the transmitter he performed some delightful pattern manoeuvres with a super quiet motor combination, that carried the plane around the sky effortlessly, like a butterfly practising Immelmann rolls before breakfast.

\*\*\*\*\*

### For Sale

JR Radio PCM 9X11 c/w 2 Rx's and some servos \$450 ono

Flair PT17 Stearman 91". c/w all servos minus engine almost ready to fly. Included is a complete set of fibre glass moulds for all the plastic parts. \$450

Smart Fast Charger \$150. Any sensible offer will be accepted.

Bob Main. Boyanup, near Bunbury. Mob 0419 806 624. Ph 08 9731 5541.

### For Sale

Two Classic Hi-Wings, One Cannery Hi-Wing, very good flying condition.

One AO9 Auster not flown. Four Hi-Tec Radios, one Buddy Lead, check battery and just fly, all in good condition

\$1,000 all one lot offers. Sale due to ill health. Contact Richard Mason pm 94172214 or Neville 94174977

### For Sale

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Contact Larry at 0414 517140 [lainwa@ozzinet.net](mailto:lainwa@ozzinet.net)

### **Composite-ARF Extra 300L, 2.12m (84")**



TAVS Technology

version 1.0

### For Sale.

Spectrum DSM2 Module for JR 3810/9X/9303 etc. With AR900 Rx. Case upgrade, original packing \$95.00.

Ron 9796 0335 [aron90@bigpond.com](mailto:aron90@bigpond.com)