

# WAMASC Newsletter



February 2021

## CFI Report



## Contact Tracing



## Containers for Change



## Aust. Time Trial Assoc.



should any individual have anything at all they would like to contribute, share, or add to this newsletter, please feel free to contact the editor through the Club Secretary via ✉ [secretary@wamasc.com.au](mailto:secretary@wamasc.com.au) – enjoy

## CFI Report

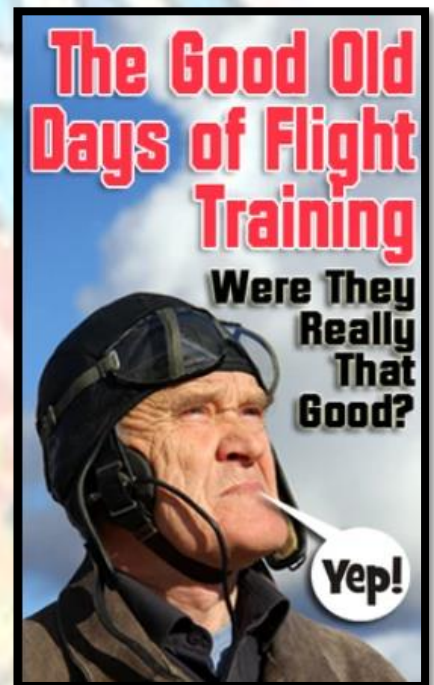
Although the start of January 2021 was a little unkind keeping all and sundry ‘off the sticks’ due to wind and an incessant heat wave that caused Field closure due to the subsequent high FDI – much has been going on behind the scenes as we progress into February.

Strangely over the Christmas and New Year period there has been an influx of **new members** knocking on the door of WAMASC eager to join the Club and learn to fly.

We have been quite fortunate taking on new members throughout the past year with many joining who have had previous experience within the Sport of Aeromodelling at other recognised MAAA venues. Some have come in from the parks having experience flying ‘foamies’. This has been an absolute Godsend with respect to **training** as it has taken some pressure off the instructional staff with a very high percentage of members already being extremely proficient and competent on the sticks requiring either minimal tuition or none. Indeed, many have obtained their appropriate rating(s) with minimal fuss.

Unfortunately (and I say unfortunately for a reason), WAMASC now has approximately 177 members who just want to go and fly.

Under normal circumstances that would be great for any Club – the more members we have the better off financially we are. The problem is that we have been inundated and are now saturated with student pilot(s). Students who need training but are only being taught and catered for by





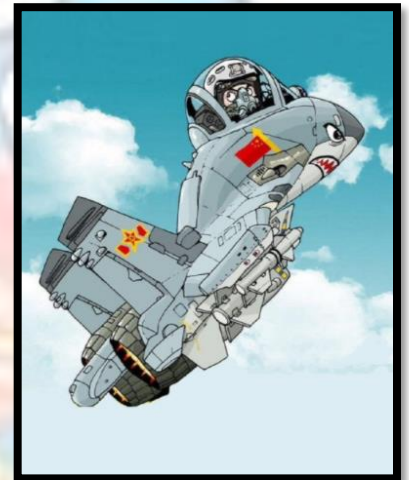
a very small minority. This problem has become so dire that we may, in the very near future, have to place a cap on membership. With no one stepping up to the plate and volunteering their services to instruct it is inevitable. We will eventually have to start turning people away.

Making that first initial step into the world of radio control aviation is quite a large one and one that many can find imposing and intimidating. For the novice entering our sport of aeromodelling with no prior experience it is a huge learning curve. I think back to my first steps and feel quite embarrassed as I actually came from the aviation industry, carrying a good pedigree, with years of experience and much knowledge behind me thinking that I could start life off on a 'Warbird' (there is a reason they manufacture high wing trainers). I soon found that out and learned the errors of my ways – its all a learning experience. No matter your level one never stops learning.

With that in mind I know I have broken the hearts of some new members who have turned up at the Field in recent times with foam aircraft supposedly suitable for training. I have had three (3) in the last two months. All aircraft were accompanied with a very basic Transmitter which was matched to the aircraft holding no functionality for exponential, travel, or reversing. The aircraft itself had solely been designed as a **Park Flyer** for the novice to fly with its in-built internal gyros and a RTB and/or Recovery mode programmed in. This really meant that the aircraft was flying itself and not the person.

Although all had various flight mode operational level(s) (**basic**, **normal**, and **expert**) they were not conducive to training as they could not be suitably operated using a tandem 'Buddy-Box' system – not unless it was all circumnavigated by the fitment of an alternate receiver bound to a different radio. Furthermore, the LiPo Battery power pack fitted in all did not give a student sufficient time, longevity, on the sticks before the requirement to land. It is also worth noting that most students want to evolve and progress to fly larger aircraft in the future – the problem with using a 'foamie' to learn on is one may only attain a **Bronze Wings** rating.

Thankfully, those members understood this fact and obtained some good kit and are now airborne and moving along very nicely. I thank you all for being so understanding.



**Introductory Flight(s):** Some would not be aware that our Club has in its possession a myriad of **Transmitter's** that may be used for instructional purposes should the need arise. We are capable of catering to all Flight **Mode(s)** – I ask that if you wish to make use of any transmitter that you please ensure that you sign it out in the register within the canteen for tracking.

At times we have personnel visiting the Club who have an interest in Aeromodelling and joining the Club with no kit.

We also have a WAMASC **Club Trainer** for that very purpose – it may be used to introduce new prospective members to our sport. It is not there to be used as a constant trainer for an individual as an individual must procure their own kit. It may be used in the event of a mishap between re-build/repair or purchase and may be obtained by approaching a committee member.

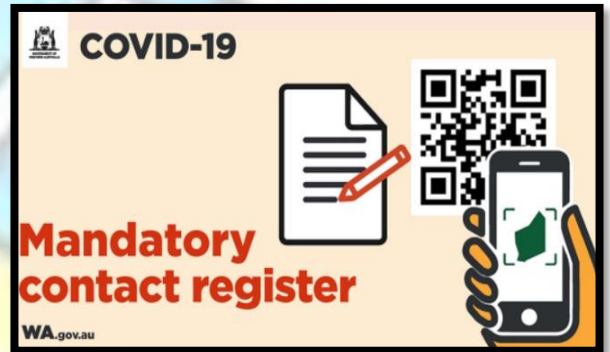
I sincerely thank those members who have so graciously donated their time, effort, and equipment for the cause.

## COVID-19 Contact Tracing

On the 05<sup>th</sup> of December 2020 **mandatory** 'Contact Tracing' was re-introduced in WA due to the relaxation of our boarders.

It must now be noted that; individual **State** and **Territory** boarder restrictions still can, and will change, with minimal notice should a COVID-19 outbreak occur in any locale.

**It is for this reason that WAMASC has to register each and every person visiting our Club.**



That said, and for some strange reason we are still having problems with a small minority of individuals who refuse to carry out this small task. Members **not** registering (signing in) when attending the **WAMASC Field** our performing a criminal act – I remind all that **Contact Tracing** is a **mandatory** requirement and one that has been put in place by the WA Government which has been legislated in law. It carries a large fine for both the Club and any individual should they not register.

This **Global pandemic** has not gone away. **COVID-19** is still a very real threat and we should not be complacent.

The Club is not presently making use of the **SafeWA App** to read **QR Codes**. We are using a paper **Register** which is located within our enclosed patio adjacent to the canteen.

All are asked to do the right thing and sign-in when in attendance.



## Containers for Change

Not intending to preach to the converted all would be very aware that recycling is the way forward – a means of cleaning up our environment. It comes with many benefits such as reducing greenhouse gas emissions thus lowering our carbon footprint; with the added bonus that, much waste does not end up as landfill and outlast the pyramids.

The 01st of October 2020 saw the State of Western Australia implement the '**Containers for Change**' program and it has been a raging success. Many areas of our State are already looking cleaner. Exchanging cans, bottles, and containers, etc. for cash is a definite good move.

WAMASC would like to jump on the band wagon and do our bit. There are now a number of Recycle **Waste Bin(s)** in place around the Club (designated with a white lid and have a hole in their centre). You are humbly asked to please place all appropriate containers (not rubbish) in said, and most welcome to take your container with you when you depart.

## Bike Time Trials

Sunday the 10th of January 2021 saw many social cycling groups such as the, **Rainbow Flyers**, **Perth Cycles**, **Sports Wanderers**, and many more, gather at the Whiteman WAMASC venue to host the ATTA (**Australian Time Trial Association**) along Hennessy Rd.



For this to occur there was much homework to be done with much administration incurred by **Steve OATES** of the ATTA as permission for such an event had to be sanctioned by the **WA Main Roads Department** and **Traffic Control** – this included permission from the **WAMASC committee**. In doing so we have, ‘through word of mouth’, put ourselves on the map with many commenting that they never knew we existed and would now pass it on to others who are interested in Aeromodelling (a good recruiting exercise).

For the day speed limits were changed and many Safety Control measures were put in force.

The feedback from Safety Marshals on the course was that all vehicles were extremely courteous and that there were no safety issues between cars and cyclists.

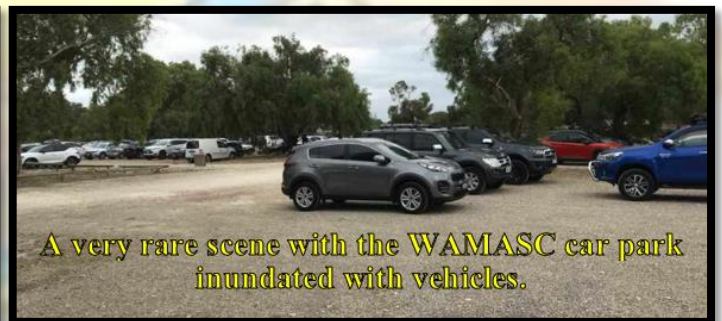
I would like to personally thank the Flyers who attended the WAMASC Field on the day for not running over any individual. It was a little like a circus as people warmed up



and pedalled around our venue. The WAMASC gates were opened at precisely 0530Hr on Sunday morning to give 133 starters access with their support crew in tow. Out of those 133 starters, 130 managed to finish covering a total distance of 3588km while navigating 1300 turns. The fastest time on the day belonged to **Luke DURBRIDGE**, an Australian professional cyclist, who rides for **Team Bike Exchange** who covered the 27.6km course at an average speed of 48.0km/h.



A section of Hennessy Road becomes part of a 27.6km course with Marshals, Officials, Safety, and Support Crew in place.



A very rare scene with the WAMASC car park inundated with vehicles.



Cyclists and Support Staff warming up and planning their strategy for the time trials.



# SAFE FLYING

“There is an art....to flying. The knack lies in learning how to throw yourself at the ground and miss”.