

WAMASC NEWS



FEBRUARY 2016



FIELD SAFETY

First Aid personnel, defibrillator and Firefighting equipment are available at the field for your convenience.

NEWSLETTER

This is your Newsletter and I welcome any articles and photographs that Members may like to contribute. We look forward to hearing from you!

Please feel free to contact any of the committee or me directly at:
david.collett2@bigpond.net.au

The opinions expressed in any given articles are not necessarily those of the Editor or the Committee.

SAFE FLYING!



Top photo: Peter Krawitz's new Lazy Ace – enlarged by 15% from the original.

Lower photo: Sunny Chew's original size Lazy Ace.

CFI REPORT:

2.4 GHZ Radio tips:

Nowadays most aeromodellers use the 2.4GHZ (spread spectrum) radio control systems.

Spread spectrum radios, as the name suggests, are not bound by narrow band frequencies, such as FM (frequency modulation) and PCM (pulse code modulation) which were systems used very widely many years ago. Instead they spread their radio signals out over a large range of the radio spectrum.

They also use a much higher frequency range 2.4 GHz which is a frequency of 2.4 billion cycles per second, this is well beyond the range of most RF (radio frequency) generated noise that occurs below 300 MHz, making 2.4 GHz much more immune to interference issues.

The main idea behind spread spectrum is to spread the radio transmission out over a wider range of the radio spectrum, thus the name-spread spectrum.

This makes a spread spectrum signal much less likely to run into interference or jamming issues that are common with all narrow band radio transmissions.

Even many spread spectrum radios all transmitting at the same time are very unlikely to interfere with each other as the spread of radio signals are random, changing, or coded.

In most cases any signal conflict happens for such a brief moment, the model never even reacts to it.

2.4GHz Limitations:

As I mentioned earlier, transmitting and receiving in the 2.4GHz high frequency range certainly gets you out of a fair amount of naturally occurring RF (radio frequency) noise that occurs below 300 MHz.

You have probably also noticed that all 2.4GHz devices from cordless phones, WiFi routers, and of course RC spread spectrum radios have very short antennas. This is because the frequency or wave length is so short, a short antenna is all that is required to transmit and receive 2.4 GHz. This has made the long unsightly and usually difficult to route RC receiver antenna wire a thing of the past. It has also eliminated the long telescoping antenna that would often get bent on the RC radio transmitter.

So what are the shortcomings?

Blocked and reflected signals.

Unlike the longer wave lengths used in 27-40 MHz RC radios that pass through almost anything, 2.4GHz short wave lengths are easily absorbed or reflected by many objects just like a light wave. Absorption and reflection of the 2.4GHz signal by parts of the model aircraft could lead to a fail-safe condition if the signal is not strong enough for the receiver to identify it from shielding or reflecting.

This is not so much of an issue with foam, fibreglass or balsa fuselages, but it certainly can be a problem for RC helicopters or multi-rotors that use carbon fibre or aluminium side frames. Carbon fibre gliders are also a 2.4 GHz challenge.

The Solution:

By mounting several receiver antennas in different locations and orientations within the model (or on the exterior of carbon fibre constructed models), even a couple of inches apart at a 90 degree angle to each other pretty much ensures at least one of these receiver antennas will always pickup a clear and strong signal. By having two or more receiver antennae placed in different orientations, no matter how the aircraft changes position in the sky, one of the antennas will have enough longitudinal exposure to receive the radio waves from your radio transmitter's antenna.

A transmitter antenna radiates RF out of the sides of the antenna, not out the tip, the same way a receiver antenna receives RF along their length.

This is why you will often see people flying with their 2.4 GHz antenna positioned downwards on the radio.

When the antenna is straight, there is a null zone out the tip where the RF energy is not that strong, so if you fly with the tip of the antenna pointed directly towards the aircraft, you are going to limit your flying range.

Have the antenna pointing towards the ground and more RF energy will reach the aircraft, resulting in a stronger radio link and thus a safer flight with far less chance of running into any radio control reception issues.

Happy Flying
Greg Russell-Brown

WAMASC CFI

MEMBERSHIP BADGES

Membership badges are the means by which we identify members of the club. It is a requirement of membership that membership badges are worn at all times by members in the pits or flight line.

The rule is that the membership card needs to be displayed at all times or flying is not permitted.

We have had a number of incidences where members have become hostile when reminded of the requirement to wear badges by other members or the committee. It is somewhat frustrating that some members continue to ignore this simple rule.

The Committee is sure that members would be unhappy if people did not pay membership fees and continued to use the facility.

The mandatory wearing of membership cards is the easiest way to ensure that this can be policed.

We ask for your cooperation.

WAMASC Committee

Clarification of Flying Rules

A recent safety observation submitted by a member has highlighted to the committee that we need to clarify and reiterate rules surrounding helicopter and fixed wing operations at WAMASC.

The incident involved a fixed wing pilot flying from the western end of the main runway switching to the north south runway for landing due to a change in wind direction during flight. This occurred whilst the helicopter area was in use. The cones were out at the time. No accident occurred, the pilots attention was drawn to the area being in use and he returned to using the main runway for a successful cross wind landing. He subsequently apologised and the matter was satisfactorily dealt with by the members involved.

There are a number of issues however that need to be addressed as a result of this incident.

1. Cones

In accordance with our rules it is the responsibility of the helicopter pilot to place and recover cones whilst the area is in use. Unfortunately this rule has not been adhered to and the cones have typically been left out for several days/weeks at a time. If the cones are not recovered at the end of the helicopter flying activity they simply lose their impact.

2. Helicopter flight line

Helicopters including the small racing multirotors must comply with the 30m rule when flying at WAMASC. This means that no multirotor is to come within 30m of the pits. It is also become practice to fly multirotors from in or just in front of the pits. When a small multirotor is flying and the pilot is in the pits it is difficult for a fixed wing pilot on the main flight line to identify if the area is in use. All helicopter and multirotor pilots are to ensure that they are visible to the other pilots using the western end of the runway at all times.

3. Pilot Awareness

Fixed wing pilots taxiing to the western end of the main runway have clear line of sight to the western end of the pits and the helicopter area. It is not difficult for a pilot to gain situational awareness whilst taxiing out to determine if the area is in use. If in doubt it does not take much to ask.

Our rules are in place to help WAMASC operate safely and to ensure that we can continue to offer flying opportunities across the aeromodelling spectrum. Please make sure you play your part.

WAMASC Committee/CFI





Less than 4 months to go and things are looking good.

As of 9th January, there are 29 countries registered to attend.

A total of 255 Entrants, comprising of 230 competitors and 22 team managers.

Also 123 overseas official supporters. (there will be many more who just spectate)

The drive for sponsorship and funding continues, with some good prospects.

Off-site practice sites have been secured. Aerobatics at the Lilac Hill reserve, Team-race at the Whiteman Park Eastern entrance car-park and Combat at the WA Archery Club.

The upgrade of the canteen area is very timely and will be used as the main administration building and office.

There are still projects to complete and a general site clean-up required, but we will be ready in time.

The event is open to all with no gate charge, so please make some time to come along and support your fellow Aussies while they compete against the world's best in class.

If you are interested in knowing more, or would like to be involved in any way please contact Trevor Letchford. tletchfo@westnet.com.au / 0403586206.

PROMOTIONAL DISPLAY - CONTROL-LINE MODELS At ALTONE PARK BEECHBORO 19th March 2016

We have been invited, by the City of Swan, to put on a static display at the "Altone Comes Alive" festival on the 19th of March 2016.

This is to assist us to promote the forthcoming control line F2 World Cup and Championships at Whiteman Park in May 2016.

Any member who is interested in assisting please contact Norm Kirton
H. 9295 1813. M. 041 904 6162 E. normk@iinet.net.au

The event is being held at Altone Park 322 Benara Road, Beechboro.



MAINTENANCE CREW REQUIRED ONE MORNING PER MONTH

Do you have the last Thursday morning per month to be part of a team to maintain the retic system and the field in a top condition, during the grass watering season?

There are around 200 sprinklers that require regular T.L.C. and the edge of runways sprayed to stop grass runners growing under the Hot Mix with subsequent damage to the surface. These and many other jobs help keep our field an enjoyable place to visit. These are mandatory maintenance jobs.

The old saying "Many hands make light work" is very appropriate here.

The flying side of the fence will be closed to any flying during work on the field, no exceptions. If you wish to fly your assistance will open the field earlier.

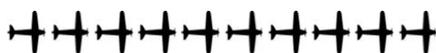
All volunteers, not necessarily every month, most welcome (& needed).

The first morning will be 25 February commencing between 7 & 8am. If the weather is stinking hot it will be a short morning.

Please advise your email address to harveytrezise@bigpond.com so I can advise if there are changes to proposed work day

Regards,

Harvey Trezise



SCRATCH BUILT FUN FLY

How it was done before ARF n foamies.

Open to any model built from wood, arm full of balsa, kit, f/glass fuse etc laid up in your moulds.

Gliders, chuckies, would someone run a short on field "How to trim a chuckie" clinic. Electric, bungee.

Show n tell, complete or partial built model, homemade jigs n special tools, finishing techniques, f/glass moulds, retracts.

Free flight, any type.

Early days, push button radios, galloping ghost, linear servo, engines, home made fuel tanks.

Anyone have a Curare, or similar vintage, with Webra n tuned pipe to show how pattern was flown way back.

Wear your club T shirt n hat with badges.

Photos of early days.

Please show current MAAA membership card & sign visitors' book if you wish to fly.

No entry fee

When, all day Wednesday 13 April 2016

Where, WAMASC field Whiteman Park, Beechboro Rd Nth
Contact Harvey Trezise 0417943266

Merchandise Sale



Jackets \$45



Embroidered
Shirts \$55



Caps \$20



Mugs \$8



WA MODEL AIRCRAFT STATE
CENTRE



WAMASC Sponsors

The on-going support of these sponsors is appreciated. If members have a need for any of these services, please give them your support in return.

QUICKSILVER'S

Plumbing & Gas Services Pty Ltd
ATF The Silver Family Trust

Contact Marlon Silver
0403 049 060



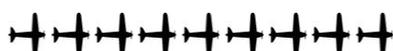
Walter Rosa
Jims Diggers Canning Vale

16 Sittelle Gardens,
East Cannington, WA 6107
Phone: 0408966690
Email: walterluciorosa@gmail.com



wapowerservices@gmail.com

Karl Rosewarne
Mb. 0468 470 444
Licensed Electrical Contractor



Okay...

So we all think we are the safest operators in the book and all can suffer, or are prone to, the "it will never happen to me" syndrome, let me regale you with a recent episode from "Mr Safety"

Upon starting his 110 four stroke oily and moving from the start area the engine stalled so I...sorry, Mr Safety returned to the starting sticks and preceded to start his engine, instead of doing the usual process of removing the glow starter from the rear of the plane, Mr Safety reached over the rotating prop, all good so far; removed said starter and lifted fingers etc. above the rotating prop, or so he thought, alas for Mr Safety he did not quite lift said hand far enough and, wack, fingers were eaten, actually it was wack wack wack before said fingers were clear.

Luckily being at idle and a four stroke the damage was not too bad, the claret took a while to flow, this is never a good sign as it usually indicates more than a band aid will be required in this case. Yes, a bit of local medical attention ably provided by a Member and then some medically applied CA by the GP.

What did Mr Safety learn from this?

1. Fingers and props are not compatible.
2. Four strokes make a good noise when props driven by them hit your fingers.
3. Never do what you don't normally do e.g. glow drivers should always be removed from the rear of the model keeping well clear of the prop.
4. Always paint your prop tips white (or red to hide the blood).
5. Don't fly alone because if something does happen no-one can assist you if you need it.

One final thing, rule of thumb (no pun intended) says once done; you're good for three years before you do it again.... Let's hope not.

Stay safe at the field and spend money on your planes; not your fingers. Mr Safety is too embarrassed to put his name to this but rest assured he is watching you and himself, mostly himself.

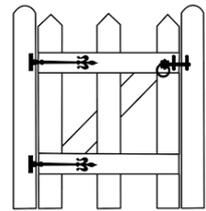


Don't forget.....

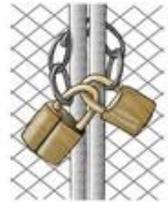
To... wear your Membership card in the pits or flight line
(must be visual at all time)



To... close the pit gates after you or others who can't be bothered.



To... lock the main gate (if you are the last out) in the correct sequence.



To... take your crashed model home with you, please don't put it in the WAMASC bins



To... leave your swearing at home. It's not appreciated by our members or the general public.





A Day Out at the Aviation Heritage Museum, Bullcreek.