

WAMASC Newsletter



April 2021

Food for thought



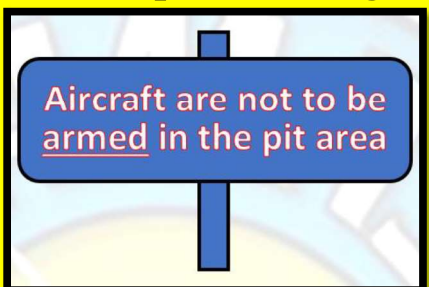
Plane Travel



Field Closure



Rule Update/Change



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

Food for thought

We have spoken and discussed in great detail over the past months **safety**. Indeed, we have been made very privy to it and seen the repercussions when a rule has not been followed.

If you were to do a **comparison** between a knife juggling tap dancer (yep; that job task does exist in a Russian circus where it is kosher), and an Aeromodeller, you may ask the question – **who has the most dangerous task?** When you weigh up all of the facts; its probably the Aeromodeller, due to the fact that there are many unknowns that can occur and go wrong.



Let's talk about **special awareness** and being aware of your surroundings. The diver giving the thumbs-up and OK sign to show that all is well is probably just a little bit too fixated on the dive rather than the fish looking at him and his partner behind them.

One needs to be very aware of their surrounds at all times. Get into the habit of checking your **peripheral vision** and remember to look up, down, and all around – the **flight-line** can be a very busy and confusing place.

Noise is another factor and another enemy of the Aeromodeller. If you cannot hear things properly than you just don't know if they are working (I will bet 'pounds to peanuts' that many have lost an aircraft when its engine has stopped during flight and you where blissfully unaware that it had occurred and that you were in a deadstick scenario).

Furthermore, **sound** is a precursor to letting one know how things are **operating**. As an Aeromodeller and Pilot you should be listening for any strange **vibrations** or changes in pitch or level. This can be caused from a myriad of things such as: propellor imbalance, loose fasteners (**vibration** can cause fasteners to undo themselves any time your aircraft is operating), incorrect fuel mix etc. In short – if there is a change in the way your aircraft sounds there is a problem, and it is telling you that something is wrong, and it needs your attention.

Remember to always carryout ‘**turnaround**’ servicing inspection and maintenance. Inspect your aircraft regularly and do not become complacent – it is a beast just waiting to catch you out and unawares.

Plane Travel

The vaccine roll-out is slowly taking effect and it won't be too long before things get back to some semblance of normality and we can once again start travelling to other climes. But just in case you really are missing that O/S' holiday destination and the push and shove of wrestling with your luggage here is a humorous reminder of what we put up when travelling by air – may be the COVID-19 Global pandemic was really a blessing in disguise.



Adjacent left shows the new norm and stupidity of queueing and social distancing as we line up to check-in prior to boarding. It all kind of falls into total insignificance once shown to your seat – apparently the environment inside an aircraft fuselage is different to the out-side world.



Bottom right is a reminder, and I'm sure it will have happened to you at some time, that cabin luggage has not only a size limitation but weight limitation as well. Maybe the weight of your luggage would make the aircraft top heavy and cause it to fly upside down. Anyhow by just transferring your overweight contents into your main luggage it fixes the issue – problem solved.



Bottom left shows how it all started and the modern-day reality of just making money and putting bums on seats. Through the 60's & 70's although not the best for someone sitting in close proximity people could actually, light up and have a smoke on a plane. That's one area that has changed for the better due to safety concerns. When air travel first started it was classy; regardless of the class you had stamped on your ticket. Indeed, coach class found travellers being catered for with fine dining. Food and drink was served directly to you from a dolly as apposed to purchasing a coke and having a stale complimentary bag of



pretzels thrown at you. There was also leg room which you didn't have to purchase, and a little more luxury built in. Flight times to destinations have not really changed over time as speed has remained a basic constant – the only difference is how you arrive at the other end after the now modern-day era method of being caged like an egg laying chicken in a sardine can shoehorned in next to your fellow traveller in cattle class. No wonder they continually tell you to move your feet and wear compression stockings to prevent the onslaught of DVT (Deep Vein Thrombosis).

Of course, there is no protection against the stupid traveller, and many do make some rather surprising faux pas' such as trying to open their cabin window during flight or stowing babies in the overhead luggage compartment.

Its probably the reason cabin staff seem over courteous to the point that they treat you like an idiot – but then again, I guess they have heard it all and have to keep that short fuse in check.

Mind you it does puzzle me somewhat when seated adjacent to the emergency escape exit that one is not allowed to consume alcohol. This little problem may be overcome by changing seats having a few and then returning; go figure.

What one must never lose perspective of is how an Airline sees you.



Field Closure

As we have slowly made the transition from summer into autumn and beyond awaiting the cooler weather it is prudent to remember that there will be times and occasions when the WAMASC Field will be closed to flying.

It doesn't really occur all that often but may eventuate at minimal notice during the summer months due to extreme temperature – closure may also occur outside of summer as some members have noted.

It is WRT to this fact that I must reiterate information that has been disseminated to all and sundry via this Newsletter on numerous occasions prior.

Unfortunately, on many occasions during Field closure a disgruntled punter has vented their frustration toward a member of the committee assuming that they were responsible.

Although the 'horse has bolted' and our summer is now over I must address this issue after the fact – and reiterate the reasons why, and who, actually close the WAMASC Field.

The background is that the official start of our **Australia summer** begins on the 01st of December each year and officially ends on the 28th of February the following year. This is not to say that we may encounter some high temperatures along the way in the lead-up and post summer (you can blame global warming for that one).

It is unfortunate, that most people assume it is only during this period, and time (summer), that one will encounter a **FB** (Fire Ban) or a **TFB** (Total Fire Ban) – this is not the case as any **ban** is driven by **temperature** and the state of the **moisture content** of **fuel** on the ground.

Adding salt to the wound many are often unaware whether a ban exists or has been put in place as they never check.

So, it is the **DFES** (Department of Fire and Emergency Services) and the **BOM** (Bureau of Meteorology) who work in conjunction with one another who make the rules and put bans in place not the WAMASC Committee.

However, one must remember that the **WAMASC Field**, can, and may, be **arbitrarily closed** to all activity by **Whiteman Park Administration** at extremely short notice.

Whiteman Park Administration has the power to implement its own **ban** regardless of the **FFDI** (Fuel Fire Danger Index) status as issued by the **BOM** (Bureau of Meteorology) or the **DFES** (Department of Fire and Emergency Services).

The **WAMASC Secretary** has been quite proactive in disseminating information to our members when this occurs via e-mail. Please make note that it is not in his job description or task to do so – it is done as a courtesy.

The onus therefore really falls on an individual to check the current state (index level) prior to attending the Field to ensure that there are no bans in place.

Here is some information that may assist and prevent one from being turned away from the field:

Firstly, here are some terminologies that one may encounter.

- ❖ **GFDI** (Grassland Fuel Dryness Index or Grass Fire Danger Index),
- ❖ **FDI** (Fire Danger Index) and
- ❖ **FFDI** (Forest Fire Danger Index).

All basically mean the same thing and are given in reference to the environmental **Fire Danger Level or Threat**.

The Fire Danger level or Threat, as stated, in this state is worked out by the West Australian **BOM** (Bureau of Meteorology) which in turn liaises with the **DFES** (Department of Fire and Emergency Services) who hold and have the authority to issue fire ban(s). Hence the **BOM** issue **Fire Weather Warnings** when weather conditions are conducive to the spread of dangerous bushfires.

From time to time during this **Restricted and Prohibited Burning period** the Shire of Swan's **Chief Bush Fire Control Officer** may impose a ban on the use or operation of any engine, vehicle, plant, equipment, or machinery in the area. This ban is commonly referred to as a **HVMB** (Harvest & Vehicle Movement Ban). A good source for **HVMB** information is the City of Swan Website <https://www.swan.wa.gov.au/YourServices/Emergency-management/Fire/Fire-Safety-Ban>.

A **HVMB** will generally coincide with a **TFB** and is imposed to restrict activities that are likely to cause a bush fire or contribute to the spread of a bush fire when the expected weather conditions indicate that if a wildfire were to start, it would be dangerous, destructive, and difficult to stop once started.

Warnings are generally issued within 24 hours of the potential onset of hazardous conditions.

Total fire ban activation and additional, such as HVMB, information is available via the following:

- ❖ DFES website <https://www.dfes.wa.gov.au/Pages/default.aspx>
- ❖ DFES Total Fire Ban information line **1800 709 355**
- ❖ ABC local Radio frequency **720AM**
- ❖ City's Fire & Emergency Information Line **9267 9326**

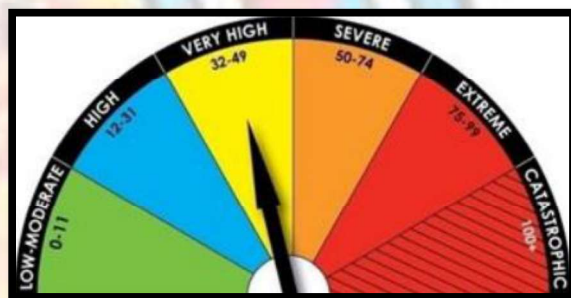
The WAMASC Website has many risk links that may be used for this purpose

Please be aware that severe penalties apply to any breaches when a ban is in place. You could be fined up to \$25,000 or imprisoned for 12 months, or both, if you ignore or commit an offence in relation to **Total Fire Bans** and **Harvest and Vehicle Movement Bans**.

Note: The **GFDI**, **FDI** and **FFDI** have nothing to do with temperature on a given day. It may be excessively hot and not cause a **TFB**. One day of excessive heat is not a problem - it is rather the cumulative effect that dry environmental conditions have over a duration of time and the loss of moisture content which turns that vegetation into a highly combustible and volatile fuel source.

A wise move is to check the **BOM GFDI** <http://www.bom.gov.au/wa/forecasts/fire-southwest.shtml> and establish whether the GFDI **is not equal to, or above 40** prior to attendance of the Field.

The diagram, adjacent right, depicts a Fire Danger Rating **hazard indicator board**. One is prominently displayed as you traverse the entry road into the WAMASC. It is a great indicator and our first line of defence and there for good reason. You will note the numbering on the board. In 2009 the Extreme category was divided into three levels - **Severe**, **Extreme**, and **Catastrophic**. These index ranges were common for both the **FFDI** (Forest Fire Danger Index) and the **GFDI** (Grass Fire Danger Index). However, in October 2010, fire agencies adopted a revised scale for some areas. Within the modified arrangements, there are different ranges for the grass and forest indices. Because a single range of index values no longer correspond to the danger ratings of Severe, Extreme and Catastrophic (Code Red), the Bureau will indicate the **FDR** (Fire Danger Rating) Category without reference to the **FDI** (Fire Danger Index) e.g., Extreme FDR 75 to 99 is now be shown as Extreme (refer to semicircular board).



Rule Update/Change

Post a recent mishap in the pit area and after much discussion during our last GM we are presently rewording the ruling regarding how we **arm electric aircraft** (so please watch this space).

This task is being done for total clarity for members understanding; and is to be strictly adhered too and followed in conjunction with our own **WAMASC Safety & Procedures Manual** (<https://www.wamasc.com.au/safety-procedures-manual>), and the **Model Aeronautical Association of Australia Inc MOP056 – Safe Flying Code** (<https://www.maaa.asn.au/images/pdfs/mops/MOP056-Policy-SAFE-FLYING-CODE.pdf>).

The WAMASC Safety & Procedure Manual has a section dedicated to the handling of all model aircraft in a safe manner – in particular using model restraint.

This is clearly done to negate accidental blade strike. As stated above; these rules are to be read in conjunction with the **Safe Flying Code** which further states:

- ❖ I will make sure the receiver is switched off or if it is on, make sure the transmitter is also on with the throttle set low, before connecting the main flight batteries to the speed controller.
- ❖ I will always check the direction of rotation of the propeller before launching an electric glider.



One is reminded that **no aircraft** are to be **armed** within the pit area. An aircraft is deemed '**armed**', regardless of other fitted **fail-safe devices** once the battery has been connected.

All aircraft must face away from the public and outward of the pit area at all times.

Please be mindful of all your fellow members safety and well-being. Umbridge is not intended in passing on this information – it is done so for

the good of everyone. All members are politely reminded that each and everyone of us is a Safety Officer; so please watch out for your fellow man and do not be afraid to speak up if warranted.

Containers for Change

In the 2021 February edition of our Newsletter, I made mention that WAMASC had joined the '**Containers for Change**' program arranging to have a number of Recycle **Waste Bin(s)** placed around the Club area.

These bins have a white lid and hole atop of their centre.

You are humbly asked to please place all appropriate containers (not rubbish) in said. Conversely please do not mix eligible containers with rubbish as someone has to sort them.



Furthermore, should you wish, you can take your container home with you when you depart the field. Recycling is not only a means of cleaning up our environment; it comes with the added bonus of injecting funds back into WAMASC. Funds that can be used for future projects – so please help.



SAFE FLYING

“Flying a plane is no different from riding a bicycle. It’s just a lot harder to put baseball cards in the spokes”.