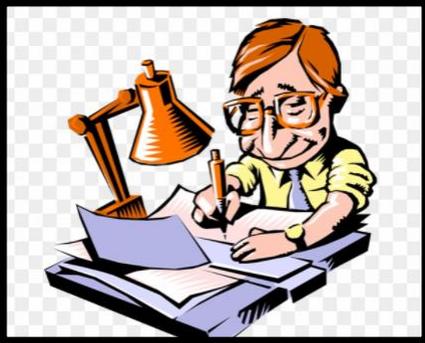


WAMASC Newsletter

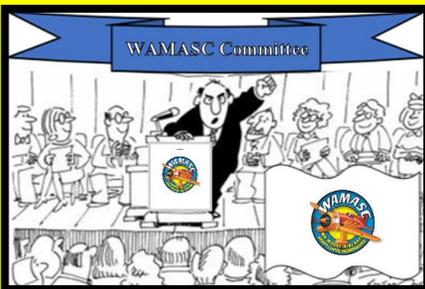


March 2021

Message from the Editor



Committee Message



Highway in the Sky



Hotel/Flight Simulator

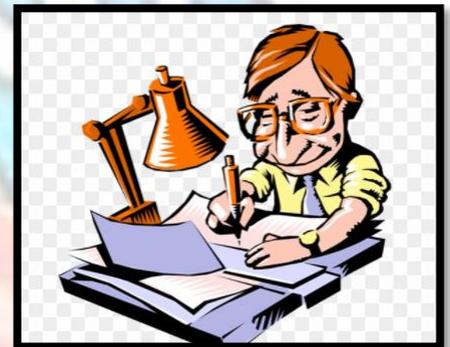


should any individual have anything at all they would like to contribute, share, or add to this newsletter, please feel free to contact the [editor](#) through the [Club Secretary](#) via ✉ secretary@wamasc.com.au – enjoy

Message from the Editor

As we made the transition into 2021, we all looked forward to a better year than the last (let's hope it is).

That being said the previous month of February has tested our resolve once again. On top of a mini 'lock-down' brought on by our first COVID-19



positive case being reported in just

over ten months; we have also had to deal with a devastating bush fire that resulted in the loss of no less than seventy-five homes. A catastrophic event that saw the displacement of many and the total loss and devastation of much property, wildlife, flora, and fauna. It is quite heartbreaking.

On top of this, the incessant heat and wind throughout the month also put a stop to our flying endeavours' at the Field and one could ask the question. How much can one bare?

Of course, the loss of 'time on the sticks' falls into total insignificance when you put things in perspective and think of others less fortunate. I often use that very thought process to get straight back on the rails and pick myself up. Sure, we are going through some hard times going about our business a little differently than the previous norm – but we are doing a good job, so hang in there.

Will it ever get back to what it once was – I don't know, nor do I have the answer. What I do know is that everyone is in the same boat; and all handle the situation and the duress it causes differently.

While we await the logistical nightmare of the vaccine(s) implementation and put up with the tedious repetition of having to sign into the Club and register our movements for **contact tracing** plus loose days due to wind

and high FFDI etc. Please be patient and remain courteous to your fellow man. There have been some recent incidents where committee members have worn the full brunt of a tirade from disgruntled personnel with minimal knowledge of the reasons for sudden Field closure and operations at the Club.

We are all on the same side and in this together. This Global pandemic has placed a considerable strain on all and I must commend and thank the majority for their handling of this continually evolving and changing situation.

For the minority who wish to continually flaunt the mandatory requirement of **contact tracing** I hope the 'lock-down' was a wake-up call. Rules are in place for a reason and not meant as a hindrance to upset your day. Please think of the repercussions' if you don't; and do the right thing for your fellow man and member.

COMMITTEE MESSAGE

A courteous and friendly reminder to all from the committee concerning the correct location for **engine start-up** and **high-powered running**. Please be mindful of **OH&S** (Occupational, Health & Safety) – especially the safety aspect(s) and requirement with engines. Particular focus and emphasis is directed toward **jet turbine engines** that have the potential risk of **disc failure**.

Should this occur with the nose of an aircraft pointing along a longitudinal axis in either an **easterly** or **westerly** direction in close proximity to the pit area we could see a projectile (blade) piercing the side of an aircraft and entering the pit area at high velocity (regardless of shroud protection).

Furthermore, one is reminded that **no aircraft** are to be **armed** within the pit area (the recent injury caused from blade strike to one of our members should be a sufficient reminder)

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.

Highway in the Sky

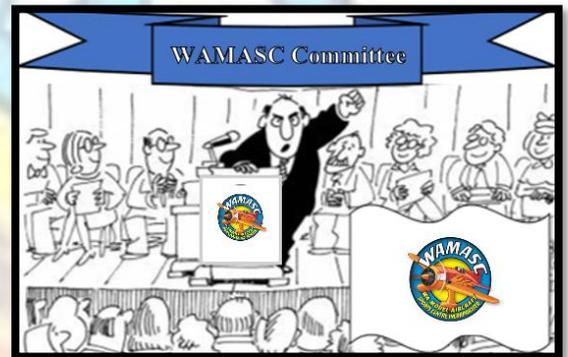
The WAMASC venue is second to none. We all just want to go and fly; and everyone has the right too as a member of our Club. Unfortunately, there are a few who dwell amongst us who tend to assume that the sky is theirs alone. Furthermore, some tend to use intimidation tactics when in attendance with expensive kit. It does not really matter how much an individuals aircraft cost – it's the comradery and socialisation that comes from joining in with your



fellow man at the Club. It would be very prudent to remember and note that no matter your skill set now; all would have had to start from some point when they first entered Aeromodelling.

This comment is not made lightly as some 'flyers' show and display an arrogant assumption that they are far better than others and look down their noses at other individuals.

Whether you are an extremely capable and competent pilot in the expert level class is not the point nor in question. There is ample



room for all and plenty of space in the sky and at the Field for everybody – especially during these trying times. This behaviour has proved very evident when at the Field with students in attendance. Those students should have the right to learn in a positive environment where they can celebrate their success. It is at this point that I would make the remark that students are a recipe and formulae for mishap (not that anyone wants or needs one) placing the percentage of an incident in the high category. Every effort is made to negate such an event, and it would be worth noting that even the best can have a faux pas.

So yes, – things can, and do, go wrong at times.

Recently an incident occurred with a students aircraft when it lost bind and had a greyout in extremely severe windy conditions at the Field.

This resulted in the aircraft going into ‘**failsafe**’ mode and being uncontrollable. Unfortunately, the aircraft was pushed by the high wind into a tree within the parking lot behind the transmitter shed.

On later further investigation it was found that the **antenna** (aerial) for that aircrafts transmitter had been pulled out of the transmitter breaking the wiring from the internal solder joints. This allowed close proximity transmission of a signal and connection with the aircraft in close quarter but loss of bind connection (greyout) at distance.

The antenna had been simply replaced and pushed back into position by the student who assumed that all was well – no harm, no fowl intended not knowing that we had a damaged device. This, of course, is not something that is obvious, readily seen, or inspected and came about due to the mishandling of said transmitter. The transmitter had been continually picked up and handled via the antenna and had finally given up the ghost.



That was an expensive and very embarrassing learning curve for the student; and an incident in which the instructor was profusely apologetic for, to those in close proximity of the crash.

One cannot berate the student too severely for the faux pas as they are learning and under tuition (instruction).

I reiterate that this is a very extreme and rare occurrence especially when you consider the number of students in training and the number of sorties that are performed during the course of the day.

What those students definitely don't need are snide remarks or put downs after the fact; especially from those who were not even in attendance or present at the time of the incident and only heard about it second hand. Please show some compassion and understanding to those beginning their journey into Aeromodelling – there are no gods at WAMASC. Just individual human beings who fly various types of aircraft.

I would also ask that people not tar and feather instructional staff. If you believe that you can do better and have the time for your fellow man volunteer your services and step up to the plate.

That said it is very understandable that many do not want to fly when a student is airborne.

The student is not up for long, its just a normal sortie, so please have some patients and wait. The sky is everyone's.

Remember that the **flight-line** can cater for more than one aircraft at a time, and that up to four aircraft can be airborne at once without a '**spotter**'.

This does not mean that more than four aircraft cannot be flown at once together – **you just need a spotter in place to do so.**

Furthermore, there is nothing stopping a **helicopter** flying with other fixed wing aircraft at the same time – it just has to follow the other aircraft in circuit as per the same SOP (Standard Operating Procedure) that we follow when flying a group of fixed wing aircraft together.

Should you require any clarification, guidance, or confirmation with regard to any rules & procedure in place please feel free to ask a committee member. If they do not know they will find out for you.

Hotel/Flight Simulator

Forgetting about the current O/S' travel restrictions due to the COVID-19 pandemic what do you get the flight enthusiast who has everything? A flight to Japan sounds like a good start. But when in Japan, what then? That's



where the **Haneda Excel Hotel Tokyu** comes into play.

This Tokyo hotel has built a flight simulator into one of its rooms, which guests can rent out for 90-minute sessions.

For the simulator experience without staying in the suite, the price comes out to 30,000 yen (approximately A\$278).

The hotel calls the suite the '**Superior Cockpit Room**', and the simulator captures the experience of a Boeing 737-800 aircraft (to be clear, that's a different aircraft than the **Boeing 737-Max 8**,

which has crashed multiple times). The experience is open to all who can afford it, from the experienced pilot to complete novice. The hotel says it allows a user to experience the manoeuvring of an airplane under the guidance of an instructor who is familiar with the equipment – this includes a former captain who is on hand and at your disposal.

The trip takes one from **Haneda Airport**, which serves the greater Tokyo area, to the **Itami Airport** which serves **Osaka, Kyoto, and Kobe**. The hotel encourages users to 'experience the sense of flying' via the tilting landscape when operating the control stick' (their words not mine).

However, if someone is just renting the simulator, it's important to remember that the freedom of flight is just an illusion: the hotel specifically notes that "beds and bathrooms are not available" for use during the experience.

Travel simulators have a niche, but steady popularity in Japan.

One of the most popular is a **train simulator** called **Densha de Go** and has been around since 1996. It simulates the role of being a conductor on an actual Japanese rail systems.





SAFE FLYING

“Of all things that Lindbergh’s great feat demonstrated, the greatest was to show us that a person could still get the entire front page without murdering anybody”.