



## NEWSLETTER VOLUME 2013 XMAS

Editor

Noel Gabriel

Next Newsletter **1st March 2014**

**Information must be submitted by  
the 25th of each month**

**Web: [www.cvrccm.org.au](http://www.cvrccm.org.au)**

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### ***Next General Meetings***

***26th January 2014, 23rd February 2014 & 30th March 2014***

## **PRESIDENTS FORUM**

Christmas Break Up Sunday 15th December 2013

I would like to see everyone there

## **THE SECRETARY'S FORUM**

Since the last newsletter there has not been a lot of activity due to poor weather conditions.

The people who have been most active have been the #@&@## who helped themselves to the motor of the old mower. There has also been a chair taken from our BBQ area.

The main gate has been left unlocked and the gate to the caravan enclosure has been left open and the sheep have been in and made a mess.

We have manufactured a barrier for the flight line thanks to Zac for his steel fabrication skills and to other members who sourced other material and fixed it to the structure.

It should be noted that there is a tree at the (east?) end of the runway that may grab your model if you fly too close to it as I found out.

It is encouraging to have some prospective members calling into have a look at us.

We have heard a little about the new neighbours over the road. The ones on top of the hill are reportedly friendly and are known to one of our visitors. It is most important that we do not fly over the road onto these properties. We don't want to have to find another paddock to fly in.

The next AGM is to be held indoors at a venue to be announced.

Eric Roberts has given us permission to top dress the main runway. This will be attended to when convenient.

### **SAFETY NOTES**

Be aware those who have brought radio equipment from Hobby King or similar site. Not all equipment sold complies with MAAA regulations. (I have contacted VMAA secretary and he informed me that if it does not comply you are not covered by insurance.) Some of these can be brought up to specs by fitting a new transmitter module for an extra \$30 or so. I would be happy to share my experiences. Thanks to Matt Young for pointing this out.

Please visit MAAA website for more details

## 2.4 GHz EQUIPMENT POLICY

### 1. INTRODUCTION

This frequency band specified for this application in Australia covers the frequency range 2.4000 GHz to 2.4835 GHz.

### 2. DEFINITIONS

**ACMA** Australian Communications and Media Authority

**Affiliated Member** A person properly affiliated with a Club that is properly affiliated to an MAAA Ordinary Member

**Class Licence** Radio communications (Low Interference Potential Devices) Class Licence 2000

**C-Tick** A mark attached to the unit by the manufacturer or importer indicating compliance to the mandatory Australian regulatory requirements

**EMR** Electromagnetic Radiation

**EMC** Electromagnetic Compatibility

**ETSI** European Telecommunications Standards Institute Standard

**FCC** United States Federal Communications Commission

**FCC ID** A number assigned for Equipment Authorisation under various FCC Rules and regulations. An FCC ID label must be found on or within the unit to indicate authorisation.

**MAAA** Model Aeronautical Association of Australia Inc

**MAAA Ordinary Member** A State Association properly affiliated with the MAAA Inc

### 3. REQUIREMENTS

3.1 Under this policy the MAAA requires that for Affiliated Members to operate on 2.4 GHz, all equipment shall comply with Australian legislation.

3.2 All equipment used for the control of model aircraft under this Policy shall conform to the requirements of the Radio communications Act 1992 which is administered by the Australian Communications and Media Authority (ACMA). This means that it shall conform to all technical requirements, including those for EMR/EMC, as defined in the AS/ANZ Standards and the relevant Class Licence, Radio communications (Low Interference Potential Devices) Class Licence 2000. This is available from the ACMA and is posted on their web site [www.acma.gov.au/Industry](http://www.acma.gov.au/Industry) <http://www.acma.gov.au/Industry/Spectrum/Radiocomms-licensing/Spectrum-licences>

### 2.4GHz Transmitter & Receiver Equipment

Your Committee has reviewed its decision regarding the use of 2.4GHz equipment (Transmitter & Receivers) and has agreed to certain 2.4GHz equipment being used at DAC. This approval is subject to the following conditions.

1. The 2.4GHz transmitters and receivers must be used in accordance with the MAAA 2.4GHz Equipment Policy MOP058. This is on the MAAA website and a copy has been placed in the Clubhouse for your convenience. **READ IT BEFORE COMMITTING TO PURCHASING OR THE USE OF 2.4GHz EQUIPMENT.**
2. Only Equipment approved by the MAAA can be used with the exception if the **equipment is generally regarded as being only suitable for "Park Flyers" CANNOT be used at DAC** on models greater than 100g. Models under 100g can have MAAA approved "Park Flyer" receivers and flown in a confined area.
3. Equipment must be installed and "range checked" in accordance with the manufacturer's instructions and consistent with safe modelling practices.
5. Frequency Keys MUST be used at all times.
6. This approval is subject to ongoing review and, should any safety issues arise, this approval to operate 2.4GHz equipment at DAC can be suspended or removed at any time.
7. Members should note that cameras and other devices transmitting on 2.4GHz are now available. These MUST NOT be used at DAC.
8. 2.4GHz equipment must be capable of doing a ground range check, required before the first flight of a new or repaired model.

Refer any queries to the DAC [Committee](#) members.

### [LINKS - 2.4GHz equipment](#) ( # Indicates must read )

# MAAA MOP058, 2.4Ghz equipment - click [here](#)

MAAA - **[FAQ on 2.4GHz equipment](#)** (Section 2) - click [here](#)

Technical report by Mike Close, Chairman, MAAA Technical Radio Sub Committee

# The Status of Evolution of 2.4GHz - click [here](#)

## *FROM THE EDITOR*

Well Christmas is just around the corner again, so I would like to wish everyone a merry and safe Christmas and New Year.

As I am not getting enough input to the newsletter there will be only four issues per year, it seems to be left up to the same people, who submit articles month after month, and I thank them for their time and effort, a little time and a little effort by more would increase the club news greatly, this is your newsletter not mine, I can only put together what is submitted to me.

Now with three helicopters and two planes I should be able to get down to some serious flight time.

The new Tiger 60, with the Evolution 15cc petrol engine, which I am experimenting with is giving me great satisfaction and reliability in its performance, just a little more trim and I think it will be a great plane to fly.

I was pondering engines, between another OS 60, Saito 120 four stroke or another gasser, I settled on the gasser and found that the improvements that these motors have had to them I am now looking to get another one after Christmas, for the Classic 60, once the engine is run in it will run a 32 to 1 mix, petrol a tank will give me over an hour of flight, will run out of battery before fuel.

It looks like we will have some new members after the new year as there has been a lot of interest from people who have come to the field for a look, with a new junior (Jason) a very nice lad and eager as well, with young Matt looking after him on his visits to the field, Matt will soon have Jason flying on his own, I wish Jason well and keep after Mathew.

I now hope that the weather will improve over the next few months without too many total fire ban days, and more participants attending the field, with their models.

Just a reminder that fire extinguishers must be on the field at their respective places from now till the end of summer, the field will get one more mowing just to knock the tops off the long stuff before it gets dry again, I also hope we get a bit of rain to keep it a little moist with a bit of growth, or is that a bit of wishful thinking on my part.

With the web site running smoothly and the content containing all the information that I have been given, a thank you to those that supplied the info, we are getting enquiries about the club from people that have viewed the web site, so it seems to be working well.

Finally a get well soon to Brian who had his knee operated on and the report from Paul, is that he will soon be back at the field with some new models.

Heli building tips. By Max Russell

Opening the box of your new heli kit can be very exciting, but at the same time, very intimidating. There are numerous bags of parts, pages of instructions and hours of work ahead of you, which can all add up to confusion and mistakes. I have found that the most effective way to avoid mistakes whilst assembling a heli, involves having space, the right tools, and a few basic concepts in your head. I thought I would share these basic tips in the hope that heli building will seem less daunting to the new heli pilot.

Below is my list of essentials, these are items that you really cannot do without and do not cost much. With these things, you should be able to assemble most heli's.

**Quality Allen key drivers:** They are a really underrated thing, but if you spend decent money on a set you will not regret it.

**Loctite 222:** Kits such as the Align ones are often supplied with thread locker but I recommend loctite 222 as it's much easier to apply than the tiny little bottle provided and it is a high quality thread locker.

**Pitch gauge:** Needed to zero in on 0° pitch at mid stick and to set max collective and cyclic pitch

**Ruler:** I keep a good quality stainless steel 15cm ruler on hand. Verniers are a good thing to have also, but I would say they are not essential; you can get away with just a ruler.

**Pointy nose pliers:** A good set of pliers will save you a lot of mucking around, if the budget extends to ball joint pliers, go for it but once again not essential.

**Soldering iron:** You will need this for battery connectors and other assorted wiring tasks.

**Small shifter:** I have a small adjustable shifter that I cannot do without.

**Heat Shrink:** I use a glue filled style shrink which seems to take the abuse of pulling on the battery plugs over and over again better than your standard stuff but a lot harder to remove if a mistake is made and not as flexible.

Points to consider during the build:

**Frame assembly** needs to be done on a very flat surface to ensure a straight frame.

**Clearances** need to be checked carefully, especially shimming of the main shaft, it needs to be spot on, especially when dealing with a flybarless heli where vibration causes unwanted output on your servo's.

**Blade balance** needs to be carefully checked, an imbalance can be dangerous and can destroy important bearings, it will also present itself as unwanted movements if using flybarless

**Centre of gravity,** batteries need to be rearranged until the heli sits skids level when cradled under the blade grips (I sometimes pick up by the blade stopper), a flybarless unit will try counter any imbalance so it is very important to get this right or you're in for trouble.

**Loctite use,** it needs to be used sparingly

**Pre built assemblies** like the tail case and blade grips are included in some kits, don't trust them, strip them down and build them yourself, they are either assembled really well or half done don't leave it to chance!

Obviously there is quite a lot more info to touch on, but these are my main points of observation, hopefully it helps out the perspective helicopter pilot looking to build a new heli. I wish all the club members a safe and happy Christmas, thanks. Max

## PAUL'S COLUMN

Well how time flies here we are again with the next news letter.

And as always there are new Aircraft in the shed ,well on its way so that statement is only half true.

I was able to get a Seagull Shoestring in the clean out, one of the US hobby shops was having.

Not that it will be ready soon as it will be standing in line with some fine company in my shed. I had a count last week the list is not finished yet and we are at 75, I just hope I have a long life so I can finish about half of them.

Now getting this thing here, there may be some problems as this thing is over size for Australia post, I have found that if you can find it, you can find someone that's able to get it into the postal system in another country Australia post will do their thing when it hits the Aussie Main Land.

I have included a photo I hope so you can see it. Its bigger than the Great Planes one that is a 46 size this one's a 75 to 90.

Now the twin 337 is well on its way I had the first one at the field to show and tell two weeks ago. Its well powered with two OS62V in each airframe. This has taken most of the midweek time up in the shed. As I'm relocating the fuel tanks and adding extra cooling methods at the rear for the engine, more time is going into the first one. It's not your average ARF.

Now Brian has been doing some great work in his shed and he will be full time modeller from the first of December, his leg is on he improve and after the first his work output will increase. He will be back at the club flying days soon. I think he has repaired several already and they look like new. One has been in the repair pile for twenty years and it's a classic .paint is going on last week. Now I'm not saying what they are as I know he would like to surprise club members when he brings them out. I warn you ,one will need to ask which are the repairs and which are new. It's great to see a master at work.

I will have the Telemaster out next week I have only one or two things to do and the test flight will be on.

I did try for this Sunday but I failed so next Sunday will be the day.





**CENTRAL VICTORIA RADIO CONTROL MODEILLERS INC.**

***CLUB RULES***

**It is in our interests to at all times be aware of these rules and conduct ourselves accordingly.**

**These rules have been prepared to assist with the orderly running of the club, in particular conduct at the flying field..**

**In addition these rules reflect the conditions under which we are able to lease the land from the landowner Mr. E. Roberts.**

1. In the absence of the appointed Safety Officer, the member with the lowest VH Number or the Club instructor or both will assume the role of Safety Officer.
2. Each pilot shall be responsible for ensuring that their key is placed in the keyboard before turning their transmitter on.

**3. No flying over pits, car park, road or adjoining properties.**

4. Right or Left hand circuits will be flown if there are more than three (3) aircraft in the air at any one time.
5. The field is to be left clean and tidy and the last member leaving must ensure that the gate is closed and locked.
6. No consumption of alcohol prior to flying or between sessions as this can nullify insurance Blood alcohol level is 00 whilst flying.
7. Dogs must be kept on a leash at all times on the field and must not enter the pits or runway area
8. Smoking is only allowed in the designated area i.e.. The car park (the pits and the runway are out of bounds.
9. There shall be no flying of any powered aircraft, (including electric powered) on days of TOTAL FIRE BAN

**Pit Chat**

## FREE OR FOR SALE

This space will be reserved for members that have flying items that they wish to sell or give away, make sure that you include a contact number with your add



We have a number of these club cloth patches available to members for sale.

Also car stickers they are white background black decal

Frequency Keys also available

Contact club secretary  
Kevin Pentland  
5439 5322

### SAFETY REPORT'S

MEMBERS ARE REMINDED THAT THEY MUST NOT FLY PAST THE POWER LINES AND OVER THE ROAD AND PARTICULARLY NOT OVER THE NEW HOUSES BE AWARE OF WHERE YOU AIRCRAFT IS IN CONJUNCTION TO OUR DESIGNATED FLYING AREA YOU MUST BE AT LEAST FIFTY METERS FROM THE POWER LINES.