

# GMAA Newsletter



**JUNE 2011**



Gai X7

700 size electric heli

<http://www.archeli.com.au/forums/showthread.php?p=1411099#post1411099>

**BBQ Sat 25 June 12 Noon, Dog Rocks. No meeting.**

## From the Editor

Murray Ellis wrote a good editorial in the latest VMAA newsletter, and I thought this was worth quoting.

*"Ten or Fifteen years ago you had to spend months sometimes years building your latest creation. Now with relatively little outlay you can purchase just about any plane or helicopter you want, powered with the latest huge 50 cc engine. Even now they are being superseded by 55 cc and 60 cc, and even bigger. Four cylinder 250 cc jobs, where will it end? What this has done is encourage some relatively inexperienced modellers to "jump into the deep end" and fly things they probably shouldn't and they become instant experts with little experience. I would urge everyone no matter what they fly to keep within their skill level. Don't be tempted to part with your hard earned cash until you are well and truly able to manage these monsters."*

This is so relevant regarding visitors and new members. We all have a responsibility to protect these people from themselves.

A few careless mistakes crept into the May newsletter. 4 that I found. The first one was the first thing on

the first page, calling it the November newsletter. Stephen Henderson's Airborne articles saved on CD, (which he left in the shed for members to copy) are titled "Building From Plans". Not Building Foam Planes. I've got to start wearing my glasses.

Club rules will be discussed during the next meeting in July, so if you have any ideas, bring them along.

Fees are due by the end of June. You know that. Don't fly when you are not a member, because if you did you would be uninsured, and in this slightly unbalanced world that is a serious problem.

A membership form, which includes the club rules, is attached to this email.

I did say in the last newsletter that there was some discontent at the club. I don't think that is a major issue, and in fact I have never met anyone at the club who doesn't want to do the right thing. Lack of communication is normally the problem. After all we all have the same aim.

The Bunnings BBQ is July 10, at Warne Ponds. Volunteers needed.

maland30@gmail.com  
Mal Anderson

## **FEES! FEES! FEES! FEES!**

**The 2010-11 fees have been set by the VMAA with an increase to seniors of \$2. Juniors have been reduced to \$55.**

**The Committee of GMAA has decided to absorb this slight Senior increase by reducing our club component.**

**The overall effect of this is that Senior and Pensioner membership stays the same as last year, Associate membership is reduced to \$80.**

**A reminder to all renewing members that insurance expires as from 30<sup>th</sup> June, and renewals after 31<sup>st</sup> July will incur the \$25 joining fee.**

**Post to our mailbox, Registrar, PO Box 5226, North Geelong, 3215, or pay direct to Treasurer or Registrar at the field.**

**Don Forbes will be at the Dog Rocks this Saturday 25th to collect fees.**

**Gotta fly (hang the expense) Phil Pope, Registrar.**

## Eddie Edwards

You probably know Eddie as the owner and managing director of Tates in Shannon Avenue. You may not know that Eddie has been a keen model flier with some exceptional achievements.

Eddie spent the first 8 years of his working life as a land surveyor. Then he moved to Kraft Systems, which imported and assembled RC transmitters and receivers. Roger Langham (from Battery World) and Glenn Block were there at the same time.

Eddie bought Tates Toys and Hobbies about 1980. Tates has been operating since I was a small child, and that's more than 50 years ago. It was in Ryrie Street then, opposite the Plaza Theatre, and beside Eagles Cycles. When Eddie bought Tates, it had moved to Little Ryrie street. He moved it to Shannon Avenue and brought in the Radio Controlled gear. The business grew until now it is a significant Australian importer and distributor.

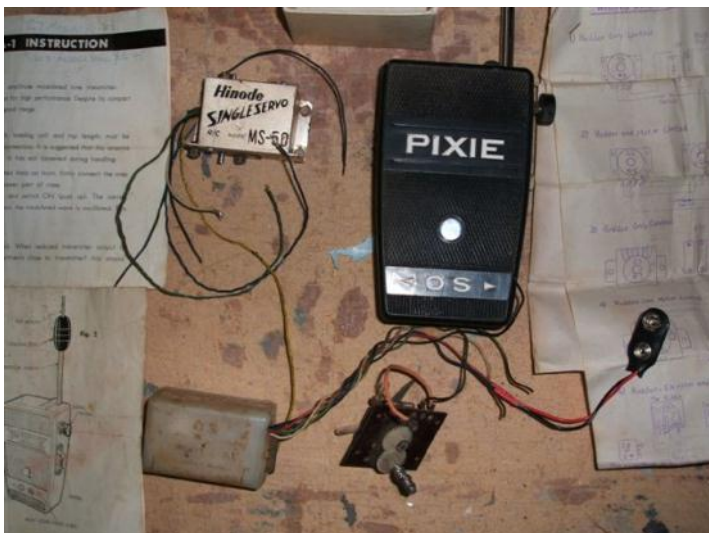
Eddie started flying RC model planes at 16, after some years building and flying Free Flight and Control Line models. In those days radios were single channel. His radio was an OS Pixie, and the plane was an Aeroflyt Hustler, made in South Australia. The engine was an OS 25. The single channel OS Pixie would control 2 functions- rudder and throttle ( NO Elevator control ) and only 1 at a time. There was one button to control both Rudder and Throttle. To select 1 of the 3 rotating throttle positions you had to cycle through all 3 positions. So if you were at mid throttle, you had

to go to full throttle before going to minimum throttle. The rudder function was - 1 press for Left rudder and 2 presses for Right rudder.

From this humble beginning Eddie advanced to the world stage. He spent 10 years doing F3A ( RC Aerobatics ) competition seriously. World championships are held every 2 years, and he went to 5 of them during this time, the last being in 1991. During these trips he got to meet many industry people and manufacturers, and so started the hobby side of the Tates business.

After retiring from serious model flying, Eddie bought a real YAK55 aircraft and tackled this sport with the same can-do attitude, flying in aerobatic competitions, eventually winning both VIC. And NSW State Championships.

Eddie has returned to model flying during the last few years, and has been flying at Mannerim field when things are quiet down there. Eddie's wife, Jenny Edwards has been running Custodian Travel and Cruise ( also in Geelong ) since 1978. His Children, Brooke and Luke are now in their late 20's – unfortunately neither seems interested in helping him run the shop... "Luckily I have some great staff now to help me now" Says Eddie. He would like to go back to a 40 hour week and have more time to build and fly some more models. At the moment he is attempting a 2-1/2 day week.



The OS Pixie radio



A recent photo of Eddie at the shop

# Birdman Eddie

**MODEL ACE:** Eddie Edwards has made a big name in the world of model planes - world champion in a sport he has pursued passionately for 16 years. Picture: TONY KERRIGAN

By ANDREA STEWART

EDDIE Edwards is Australia's model aircraft hero.

The Geelong toy shop manager and Barwon Heads father may have a low profile around here, but on a national scale he's a legend.

For 10 consecutive years he has represented Australia on an international level - an Australian record in itself.

The last person to represent Australia as a world champion only lasted six years.

Eddie, 38, is presently ranked number one in Australia.

He was the Asian Pacific Individual champion in 1988 and has held the Trans-Tasman Individual champion title for six consecutive years.

In 1990 he represented Australia at the European championships in Austria.

"I was placed tenth, which wasn't bad I suppose considering it's the best placing any Australian has achieved at an international competition," he said.

Eddie said the Australians were slowly but surely making a name for themselves in the European-dominated sport.

For the first time, the International World Championship for Radio Controlled Aerobatic Aircraft will be held in Australia.

Eddie and two other team members, one from Perth and the other from Sydney, will make up the Australian team.

The championships will be held at the Drage Air Museum at Wangaratta from October 20 to 27.

Competing on an international level is neither easy nor cheap.

Eddie is required to have two model aircraft, both of his valued at a cool \$5000 each, before he is allowed to even enter an international competition.



These top-of-the-range planes are fitted with a fully-computerised nine-channel radio control system and fly at speeds exceeding 200kmh.

Eddie is able to manoeuvre the aircraft, complete with a retractable undercarriage, just like a full-scale plane.

"Flying the aircraft is just like playing a three dimensional video game," he said.

"In fact that's probably the best way to describe it."

But Eddie wasn't always a champ. He started off flying model aircraft 16 years ago.

He started competing in 1977 when he joined the Geelong Model Aircraft Club.

Eddie said it was a challenge every time he flew his aircraft.

"And it keeps getting better and better," he said.

● The Geelong Model Aircraft Club is holding its annual display day on Sunday March 24.

It will be held at the club's field at Dog Rocks Road, Batesford, between 10am and 4pm.

Eddie said all types of aircraft would be flying and on display and catering facilities would be available.



Australia's Eddie Edwards



Eddie at the World championships

## 2.4 GHz Radios

I have been confused about 2.4 G radio rules, particularly about the whether we need to have a key on a hook near the frequency board and whether a C-tick is compulsory. The MAAA has a Manual of Procedures (MOP) about the subject. It is MOP0058 3 June 2011. Even though it is quite long, it is worth reading. It has a lot to information about mounting receivers and avoiding interference.

The key in the board rule is left to individual clubs, and in our case it is compulsory. Since the committee is reviewing the club rules, now would be the right time to raise the subject if you disagree.

The C-tick situation is not straightforward. The C-tick is issued by the Australian Communications Authority (ACMA)

If your equipment has the C-tick sticker, it complies with the MAAA rules and everything is OK.

If your equipment doesn't have the C-tick, you can check the list of approved equipment and the end of MOP058. If your equipment is there, everything is OK.

If your equipment is not on the list, you can check the manufacturer's web site and see if the equipment complies with the standards of:

United States Federal Communications Commission (FCC)

European Telecommunications Standards Institute (ETSI)

If either of these 2 bodies has approved your equipment, everything is OK.

All mainstream transmitters and receivers are approved. Flying with non-approved equipment is actually illegal, but I don't think anyone will ever check. As usual, the problems arise if the s... hits the f.... The MAAA insurance won't cover damage or injuries caused by non-approved radio equipment. If an injured person is off work for any period, the offending pilot may be liable for lost wages and medical expenses.

This may be an argument against clone receivers from Hobby King or elsewhere. There are many of these at the club.



The C-tick symbol

## Dogs at the Dog Rocks

The MAAA have a MOP on dogs at flying fields. It is MOP067 4 May 2011. It recommends rather than dictates, and is so short I can paste the guts of it here. It doesn't say than dogs have to be on a leash, but I think it indicates that they would have to be very well behaved to be running free.

### 3. POLICY

The MAAA strongly recommends that: -

- As a minimum, dogs shall not be at a flying field without being on a leash.
- Clubs investigate what restrictions their Land Owners require regarding dogs and include this in their Club rules.
- Clubs also investigate the Local Council requirements regarding dogs in public areas and consider applying at least the same requirements to avoid accusations

of not adhering to the standards of their Local Council regulations.

### 4. GUIDANCE

As each field and the circumstances under which Clubs operate on that land, together with the history of that operation, is different, it is up to the Club Management how this policy should be actually and clearly implemented to ensure it complies with these recommendations in a practical manner. However, Clubs and their Members should responsibly consider the possible injury and damage that can and have been caused by dogs at flying fields, both directly and as a result of the distraction to pilots. In addition, their presence may give serious concern to both members and visitors of all ages who are not comfortable in the presence of dogs.

**Events can be found on the VMAA Website.**

[www.vmaa.com.au](http://www.vmaa.com.au)



What do retired guys do during the week. Peter Ashley (pictured above) emailed in some photos to try and shed some light on the situation.

## The Worst Beach in the World



Maho Beach is a beach situated in St Maarten in the Netherlands Antilles, on the Dutch side of the island. The location is known worldwide because of the Princess Juliana International Airport that is situated immediately adjacent to the beach.



Incoming air traffic is known to have to touch down as close as possible to the beginning of runway 10 due to the short runway length of 2,180 metres/7,152 ft, resulting in low-flying aircraft on their final approach over the beach. Due to these low flying airplanes (including large passenger airliners such as the Boeing 747), the location is very popular with



People standing on the beach may also be blown into the water because of the jet blast from aircraft taking off from runway 10. The beach can also experience large waves which makes it popular with windsurfers and skimboarders. The local government warns that closely approaching and departing aircraft can “result in serious injury and/or death.” An additional fence has been added recently behind runway 10 to prevent irresponsible tourists from hanging on to the



As of 2008, it is one of the few places in the world where one can view aircraft in their flightpath virtually just outside the end of the runway. Watching airplanes over the beach is such a popular activity that daily arrivals and departures airline timetables are displayed on a board in most bars and restaurants on the beach, and the Sunset Beach Bar and Grill has a speaker on its outside deck that broadcasts the radio transmissions between pilots and the airport’s control tower. Sign warning passers-by about the risks of jet blast.



The beach itself is white sand and has little to no vegetation because of the jet blast erosion. The Caravanserai Resort, the popular Sunset Beach Bar and other restaurants/night clubs such as Bamboo Bernies and Bliss are located nearby.



On October 16, 2008, the Maho area of St. Maarten suffered a direct hit from Hurricane Omar and destroyed the Sunset Bar and Grill while also destroying Bamboo Bernies and Bliss. As of November 2009, Sunset Beach Bar and Grill and Bliss have both re-opened. Omar reduced the beach to boulders, and damaged the nearby Royal Islander Club La Plage which re-opened February 14, 2009.



Runway 10/28 was originally runway 09/27 which was changed as a result of geomagnetic alterations since the original construction. This change occurred on November 1, 2008.











BBQs are held each month.  
The Venue -  
Dog Rocks Flying Field  
Dog Rocks Road  
Fyansford  
Next bbq at 12.00 midday Sat 25 June  
No meeting this month.  
AGM Sat 16 July

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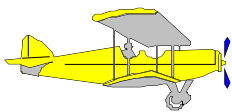
### **GMAA 2010-11 Committee**

**President:** Peter Baker  
**Vice Pres:** David MacFarlane  
**Secretary:** Alex Mishura  
**Treasurer:** Don Forbes  
**News Editor:** Mal Anderson  
**Registrar:** Phil Pope  
**Contest Dir:** Jay Everett  
**Member:** Laurie Plowright  
**Safety Officer:** All club members



### **Newsletter Contributions Always Welcome**

DEADLINE THIRD TUESDAY OF EACH MONTH  
SEND TO THE EDITOR  
Mal Anderson  
10 Queens Road,  
Newtown, 3220  
Or E-mail to maland30@gmail.com



## **Our Flying Field**

