

January - March 2020



In this edition:

- ▶ ***TRACS Club Snapshot***
- ▶ ***Delta Dart State Champs***
- ▶ ***"The Size Never Matters"***
by Joe Frost



65% scale Fokker DR1
made by David & Aaron Garle (below)



Addendum to Airflow (January – March 2020)

The current edition of Airflow was prepared prior to the government-imposed restrictions caused by COVID-19.

As per previous advice from the MAAQ, all club operations should be suspended whilst the current government-imposed restrictions are in place.

We note that many of the club events listed in this edition of Airflow will have been cancelled or deferred.

Updated details of the MAAQ General Meeting for May 2020 will also be provided shortly.

Before assuming that any of the events listed in this edition of Airflow are proceeding please contact the particular event organisers.

We note that the restrictions and guidance with respect to COVID-19 is being continually reviewed and updated by government.

Please ensure that your club remains up to date with the latest advice. The MAAQ will provide updated guidance as appropriate.

MAAQ General Meeting
Dates for 2020
668 Toohey Road Salisbury Brisbane

Saturday May 9th 2 pm (to be advised)

Saturday August 22nd 2 pm (AGM)
Saturday November 14th 2 pm

Please note that information given by members is accepted in good faith. There will be no warranties about the completeness or reliability and accuracy of this information.

Any action you take upon the information given is strictly at your own risk.

If you have any questions please email me . ED

Please note the cut off date for contributions for the April-June 2020 edition will be the 3rd July 2020.



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Email : airflow@maaq.org



AIRFLOW 2

I would really like to hear from you- the members in relation to your activities /projects that you have undertaken or planning to, while the restrictions are in place, particularly now that most flying fields have been closed. If you could send in a few words and maybe a photo of your projects that would be appreciated. Please email the editor- airflow@maaq.org

Front cover- Another fantastic cover compiled by Jim Henry (RSSF) of the Fokker DR1 test flight recently.
Photos supplied by the editor.

We are over 3 months into the new year and the prospects of being able to attend events around Queensland has come to a hurdle concerning the Corona Virus (covid 19) that has hit Australia .

Clubs have complied with the guidelines as recommended by the MAAA email that was sent out on Tuesday 17th March, more recently an individual email from the MAAA President. A copy is in this edition. Just recently most of the clubs have closed their fields in order to comply with the latest restrictions. See page 4 for the MAAQ updates in relation to this along with the personal email sent by MAAA president Neil Tank on page 5.

Many clubs have already instigated some guidelines in the prevention of the virus spreading while at the flying club,

Some of the guidelines include but not limited to :

- on attending field first wash hands or use hand sanitiser
- Wash / sanitize hands before and after handling the planes, transmitters and gear of others.
- preferably use own toilet at home
- social distancing - do not engage in close proximity conversations / physical contact with other members or with visitors
- Further discussion in relation to planning future events specifically to food preparation and general hygiene at these events.

MAAQ will be sending out bulletins to the clubs as news comes to hand, to keep the members informed about the coronavirus (covid 19) and the implications that it has on events and the upcoming MAAQ General meeting in May. An update will be sent to the members and clubs in relation to the May meeting if it is to go ahead .

All planned events have been cancelled now until further notice, subsequently the events calendar and event flyers have been omitted from this edition .

Earlier in March representatives of MAAQ and club representatives attended the parliamentary committee meeting in motor recreational activities in Brisbane.

See page 4 in the MAAQ updates for the link to view the meeting.

Stay safe and well.

Doug Airflow editor

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MAAQ Presentation to Parliamentary Committee Inquiry into Motor Recreational Activities

Dear Members

As part of our commitment to raising the profile of aeromodelling and securing the future of our clubs, myself and Greg Petherick attended Parliament House today to present to the Parliamentary Committee inquiry into motor recreational activity. We were supported by Dawid Preller, Ken Dawes and John Box. Our goal was to highlight the benefits that aeromodelling can bring to the broader community and further our cause with respect to the protection of our aeromodelling club facilities.

You can access the committee proceedings here:

<http://tv.parliament.qld.gov.au/Committees?reference=C5436#parentVerticalTab10>

You should have also received by now an email from Neil Tank the MAAA President titled "Member Update on Coronavirus" yesterday. Please make sure you read this email and consider all precautions listed within it.

The MAAQ is committed to supporting our members and clubs and endorse the current MAAA recommendations. It is also just as important to keep yourself updated as much as possible from future recommendations that may be introduced.

All clubs can make their own rules and policies in relation to specific practises to reduce the possibility of either infection or exposure to potential impacts of Coronavirus. So please consider these carefully, these steps may also include the cancellation or delay of planned events for your clubs to minimise impacts to our elderly members.

With prudent steps we hopefully will return to a full calendar of events and get back to the hobby/sport that we all enjoy.

Regards
Greg Petherick MAAQ Secretary secretary@maaqq.org

AIRFLOW 4

A MESSAGE FROM THE MAAA PRESIDENT

I hope you are all well and I suspect several workshops have been kicked into action and old or put aside projects revived. I myself have bunkered down in my own workshop.



Tyson Dodd and I have been asked by several members questions in respect to model flying and the operations of clubs during the Covid19 crisis. As you are aware, the advice is changing daily and restrictions increasing. This means any advice is only current at the time of writing. All members should consider the current advice of the Prime Minister and comply with any relevant regulations in place.

The advice and regulations relate to the issues of social gatherings, social distancing and self-isolation. The demographics of the MAAA membership are such, that most of our members are within the high-risk age group. State associations, Clubs and members must be more alert and responsive to the advice provided.

Although the advice from the Prime Minister is consistent, each State has slightly different processes and interpretations. Each State must legislate the directions before they become official. It therefore follows that it is up to each State Ordinary Member (your State Association), to interpret the appropriate legislation within the respective state and advise members accordingly.

Some members have asked why the State Associations or the MAAA have not provided a direction as to whether members can fly or not. Each club is a separate incorporated body; it is up to the individual club to interpret the appropriate requirements and make the appropriate decision. State Associations and the MAAA can only give advice.

When making these decisions the following are some points clubs should consider:

Can the club operate under and comply with advice and restrictions in place at the time?

Can the committee guarantee members will comply?

How will clubs enforce the restrictions?

If the stipulated number of members are present at the flying field and one other arrives, who decides which member will leave?

Does the layout of the pit area allow for compliance with the restrictions?

What procedures need to be put in place to comply?

Do the "Pilot Boxes" allow for compliance?

What procedures need to be put in place to ensure compliance?

Members should consider:

Is travelling to and from the flying field classed as essential travel?

Does the member's age bring him/her into the high-risk category?

Is the member's health such that he/she should not attend the flying field or such that he/she may infect others?

Is travelling to the flying field in the spirit of Australia's efforts to control the spread of the virus.

The advice by the Prime Minister is that people 70 years of age or older should self isolate at home.

Those with chronic illnesses who are over the age of 60 and indigenous people over 50 should also take similar measures.

If the Club Committee does not believe the club or members can comply with the current advice or restrictions, the MAAA strongly recommends the club be closed until such time as the restrictions are eased.

In the spirit, purpose and intent of the restrictions, I personally do not consider travelling to the model field "Essential Travel".

A member in the high-risk age group who considers going to the field to fly, should first ask "Am I being fair to my family, my club members or myself?"

In most states the compliance with restrictions is legislated and can incur a penalty, both for the Club and individual. The offence is absolute; if you are detected not complying the offence is committed.

The advice and restrictions are in place to prevent large gatherings at sporting and social clubs, yes aeromodelling clubs do fall within this direction. In my view the current advice and restrictions do not prevent a member(s) from attending the premises to perform essential general maintenance, i.e. maintaining of fields, fire breaks and servicing equipment, removal of perishables etc. so long as all current advice and restrictions are adhered to.

We must all do the right thing to help others and ourselves defeat this current crisis, notwithstanding how inconvenienced we may be. A short-term inconvenience may prevent long term suffering.

Think first of your families and fellow members, flying becomes a good second place.

I would like to thank all members for their cooperation in helping to keep our fellow members safe. If we all continue in this spirit, we will be back flying sooner than later. In the meantime, finish those put-on hold projects and let us all celebrate the end of Covid-19 with a big fly in.

Best regards,

Neil Tank

President

Townsville Radio Aeronautical Control Society (TRACS) will be 50 years old in 2020.

Here is a snapshot of TRACS's past 25 years at the Savanna Flying Field, Townsville - by Geoff Varnes



TRACS moved to Savanna Flying Field, Racecourse Road, after many years at the previous field. This site has been developed over 24 years with three flying strips and has the advantage of closeness to the city, paucity of surrounding developments, and access to town water and power.



All these have made the site very comfortable for members. The only down side is the salty environment and the surrounding water with king tides. These challenges certainly make flyers more skilled or else planes get quite muddy and your feet very wet ☹️ (Gum booted Dirk Hansen retrieving his Ugly Stick plane at high tide after a very short landing; Ray Maughan holding a SIG Wonder with a fully mud encrusted nose.)

During this period radios have transitioned to 2.4GHz, engines have more power with petrol being used, electric power sources have advanced from Nicad technology to Lipos, and sparking electric can motors have been superseded by efficient brushless systems. The term ARF is now ubiquitous to most flyers except those who come from the 70s and 80s who still indulge in months of scratch building. Banks of battery chargers are a common sight. Turbine motors have appeared in planes and helicopters (with the late Larry Stainkey leading the change), and more



recently larger fixed wing petrol driven planes (IMACs) have appeared along with their dedicated large transporting trailers. Early 80's and 90's flyers could not dream of the changes that are common today. They'd hardly see a tuned pipe, an extended 29MHz and 36MHz transmitter aerial, a peg board, or much of the smelliness and sticky oils used in the past. Model decibel levels have also changed with some planes very quiet – like Tarrant Foster's FPV Skyhunter electric model, and others which are somewhat noisier (the late Mark Heilbronn with his superb aerobatic IMAC aircraft). Printing out club newsletters is no longer a chore! Monitoring emails and Facebook are the communication methods for all club news.



The club involves itself with the numerous local community groups including primary schools, (Greg Gysin demonstrating control surfaces to students), and scout groups at the field learning to fly (Craig Burkhardt with a student and buddy box transmitter). Open public display days as well as model demonstrations such as those at Bunnings



stores are popular. It is crucial that these activities occur to ensure that new and younger blood get involved to help RC flying into the future and boost club numbers as current member ages are increasing.



Club membership is continually changing. Townsville is an industrial and garrison town and we do have a somewhat transient city population. Members come, are welcomed and make their contribution. Some stay, others sadly move on for one reason or another.



Helicopter flying has been a significant part of the club. A group of members from the late 1990s started this tradition (Ken Andersen, David McCarron, Ian Evans, Bill VandenLinden, Shane Wilson and Fred Hogg) and with others who followed culminated in many successful major weekend helicopter events across the years.

Our popular club Fun Fly events are regular occurrences. These give a huge buzz to the club members. Mass electric glider launches where pilots



must ensure they are flying their own planes create angst, hilarity and some crashes. Streamer combat flying and limbo events are lots of fun and popular. As most members have at least one or more electric planes, these events allow all

members to participate. Adding LED lights enhances the enjoyment of night flying. (Andrew Kellock's night flying *Minimoa* electric glider) Thank heavens for electric power consistency and very few dead sticks.



No article on RC flying can escape the mention of inevitable crashes. It's amazing how members take these in their stride and cry only after they have gone home. Club "celebrations" are legendary for major bingles as Bob Wigmore can attest with his *Eindecker* after breaking a wing support in flight and the inevitable crash. Greg Gysin was assisted by his supporters to pay homage to



his large IMAC plane engine after a resoundingly dull thud following engine failure! Committee and club members join in for a mourning ceremony for Wiggie's Spitfire, now in many small pieces ☹️





TRACS has a proud tradition of being friendly and making members and the public feel very welcome. This has been developed over the years and is considered very important. The nucleus of long serving members has ensured that this is carried forward. Starting in the late 1980s after John Whittaker passed away, the *Whittaker trophy* was created and is presented to the member who is deemed to have contributed most to club's flying for that year. The current holder is club President Grant Whittome.

No club article should exclude the inclusion of some super RC models all with their own histories:

Bob Wigmore's very photogenic *Stearman*

biplane, Shane Wilson's 2.7m 38% scale *Pitts S12 "Oracle"*, Dirk Hansen's 68", 7kg, 1:6 scale immaculately finished



Curtiss SBC-4 *Helldiver* biplane, and Michael Coles's RC *SIG Kadet* which has been known to fly best in free flight mode.



This plane was returned by the finder virtually unscathed after its errant flight across multiple Townsville suburbs to be found in Kirwan many kilometres away from our club's flying field.



Finally, there is Bob Wigmore's *Merlin* -an historic designed pattern ship shown in the picture and held by Henry Johnson.



The club's 45th year celebration in 2015 was hugely successful and plans are well advanced for the 50th party on the weekend of **23-24 May (2020)**. Club founding members Bob "Wiggie" Wigmore and Henry "Eagle" Johnson along with other Life Members will be in attendance. The club would like all previous and current members and friends to join in this Golden Jubilee celebration.

(Contact Geoff Varnes for more information, varnes@bigpond.net.au)

Dalby F5J

Dalby F5J for February 2020 has come and gone.

The weather forecast promised a shocker which, fortunately, was not the case and we managed an 8 round competition with some close flying.

Next meeting there will be a full report with good and bad luck stories and how radians can win the day.

We flew 8 1/2 rounds on Saturday before heavy rain and strong wind stopped flying about mid afternoon. The rain continued during the night and Sunday morning met us with winds too strong to fly in.

A decision was taken to end the competition after 8 rounds.

Thanks everyone for your help, company and good sportsmanship during the weekend. A special mention of Brad Turner who flew very well but had to cop zero scores because of issues with his Altis. We had Altis software at the field but unfortunately no Altis/Laptop cable so were not able to fix the problem. Eddie Otto was able to fix the problem on Saturday evening but unfortunately the competition was over. Guys, put an Altis cable in your flight box.

Regards

Eddie Otto



Russell Mitchell

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The Fokker Dr.1

The Fokker Dr.I (Dreidecker, "triplane" in German), often known simply as the Fokker Triplane, was a World War I fighter aircraft built by Fokker-Flugzeugwerke. The Dr.I saw widespread service in the spring of 1918. It became famous as the aircraft in which Manfred von Richthofen gained his last 19 victories, and in which he was killed on 21 April 1918.

Going back a year to February 1917 when it all started, the Sopwith Triplane began to appear over the western front despite its single vickers machine gun, the Sopwith proved superior to the more heavily armed Albatros.

In April that same year Anthony Fokker viewed a captured Sopwith triplane and proceeded to build his version of the Triplane, with a total wing span of the top wing at 7.19 metres .

There were 5 versions developed . Richthofen flew one of the pre production aircraft in September 1917 and summarised that it was superior to the Sopwith Triplane .Ironically it was in this type of aircraft that he was famously shot down and killed in 1918.

Mooving onto the the model which is 65% of the full size DR1 and possibly one of the largest models here in Queensland. This model was put together over a period of 5 years by David and Aaron Garle. It is powered by a 5 cylinder 400 cc Moki radial spinning a 40 x 16 propellor.

The model weighs in at 73 kilos and has JR 8911 BL servos through out, running to a Power Box Competition SRS with JR infinity recievers .

For the first flight the throttle was set to a maximum opening of two thirds and the flight went with out a hitch . The sound of the Moki was a delight to hear, upon opening the throttle it took very little time to get off the ground.

After a check over after the first test flight , another two flights were conducted with good results . Time now to add the final touches including machine guns and a pilot bust to complete the model.

Congratulations to Aaron and David for a great achievement in aeromodelling history .

Editor





AIRFLOW 12

"The size never matters"

Well, it is questionable, but I always believed "the bigger the better they fly", naturally if set up correctly. Nevertheless, being an EDF jets nutcase for well over 20 years, building and flying anything from 55 mm to large 127 mm caliber powered models, I have noticed some development of tiny EDF power units with the help of 3D printing, going to such extreme as 20mm ID.

Having a new ambition to create the smallest single and twin EDF delta jet, based on few of my existing models and possibly fly it also indoors, my search ended negative as these tiny 20 mm units are still in the very early development stage and unproven for their power and reliability.

Looking bit further, I have found numerous slightly larger 30 mm EDF sizes available on various internet sites with some reasonable reviews, so I have placed an order on couple of fully assembled 30 size units.

The chart data showing quite decent figures, though bench tested, so I normally reduce these by some 25% to be more realistic when fully installed in the model after my experience.

While waiting for the OS arrival I have also ordered from the local suppliers some miniature servos, speed controllers and micro receivers and started on the project, "Mini Twin Widow" first, based on one of my giant 8 Kilowatt 90 mm powered one, I have been flying successfully for the last 9 years.



With the use of 3, 6 and 9 mm Depron sheets, light balsa and ply laminate wood I have slightly redesign the large TW, at 3.55 scale ratio, creating sleek and rather very light air frame, now added with the winglets. Simple 2 servo Elevon mix to be hand launched.

I could have saved further some weight if used very slow cure bonding agents but as always, my impatience to create a new toy beat me and went for the fast setting heavier 5 and 15 min. Epoxy, as my best friends.

While relying on the chart measurements I have mopped up out of cardboard the dummy power units and also build the mount supports to the frame for simple power plants installation well before their arrival.

Just as I have completed the full paint job to replicate the larger sister ship, the fan units arrived, earlier than expected. Cute, though fragile little things had to be modified for mounting to the frame by adding tiny plastic brackets secured with liquid nails and miniature screws. I have also laminated to stiffen up the fan shrouds with extra layer of very light alloy casing to make sure it won't deform under the loads as it is mounted externally.

After rolling out couple of thrust tubes with the use of fine Mylar sheets to precise measurements the both units were temporarily test fitted to the mount rails to adjust the upthrust and at later stage secured at the rear with further supports to the air frame.

As a novelty in my fleet I have ordered two sets of tiny 18 and 20A, ESCs to make sure the one set will work if the worse happened. First, there was some soldering to do, to hook it up and after removal of the stock fitted 2mm bullet connectors on these tiny 20A, ESCs I have discovered very nasty oxidation (Black wire) under the insulation.

Scraping as much as I could from the very fine 18G copper strand leads, hooked it all up to run off the 3S/1.3Ah/60+C battery.

Anxious to see how it runs resulted in bit of disappointment, both units running rough with rather lousy thrust output. Good thing I had a spare ESC set, this time only 18A but fully programmable. Back to the soldering and after the first test run it was a different story. Much smoother and powerful run of both units, but it took lot more time to re-program each ESC to ideal run while ground testing it with the use of E-meter to compare Voltage, Current draw, Wattage at various throttle settings, also motor run temperature. All these figures recorded in the log book for later analysis and final hook up for optimum performance.



(Later, when replacing the leads on those 20A, ESCs I have discovered the black wire was only on each soldered ends of the wires some 25 mm in length, the rest of the copper strands were nice and clear, so I do believe the technician while assembling the units must have used some acetic corrosive flux compound to create such a nasty oxidation, bit of a worry!)



The current draw at approximately 15-16A each, was higher than on data sheet, stating only 11-12A at 100% of power, despite my ESC re-program to optimum and most efficient settings, due to the tiny units working bit harder with the extended thrust tubes which is quite normal, the thrust was also lower than stated but I was more than happy with, at close to one to one power to weight ratio after vertical hover hold test.

The fan units come with the widen bell shape shroud air intake, but to improve it I'm designing a miniature rounded bell rings to be fitted to the front which may further improve the performance by some percentage.

While having intention to use 6ch. compatible receiver to my radio,

I found some issue, having had to re-bind the RX at each hook up! Luckily found micro light Spectrum RX, and after proper long-distance range check, result was all systems ready, to go.

My patience run out waiting for the 3D printed bell intakes, deciding to test fly it without them.

To make sure I won't stuff up my maiden hand launch, have asked an experienced modeler friend to chuck it for me at perfect calm conditions with rather limited visibility due to the smoke haze.

Full stick, and off she went! Little erratic at first, just like a roller coaster ride just missing the ground as the launcher threw it hard at much too high angle. The model went first to almost vertical, followed by dropping the nose, just cleared the surface and with the smoother Elevator touch I regained the control to gentle climb to safe height. After settling down for number of circuits, the



model was lot faster than expected and very responsive to controls especially Ailerons. While intending to do a slow barrel roll, I have managed to finish I think "3" before I even blinked! The large loops were a breeze with more than enough power at the top. At half stick the model performs in very realistic manner size wise.

The first flight while using only lighter 1Ah battery, I kept the flight to 2.5 minutes, coming back at storage level, 3.8V per cell. Next flight using 1.3Ah pack was under lot more control right from the start after re-positioning battery slightly forward. This time after 3 min. flight time the pack was nice and cool still well above storage level.

AIRFLOW 14

More than happy with the result, tapping my helper on the shoulder with thanks and back to the work bench to re-set some Elevon travel adjustments, but realizing the tiny 4.5 grams micro servos are not returning to precise Neutral position after up or down deflections, which will require always some minor corrections throughout the flights. Later in the day I have decided to have a go on my own with the hand launch. With fully charged batteries back at the field, radio in the left hand, model in the right, tongue use to advance the full stick and off she goes, with the hand throw at slightly downward at first, resulted straight down into the soft very high course grass. Next one was much better at fraction higher AOA launch.



Following launch with heavier and highest C-rate battery I gave it pretty firm throw, but this time with the extra power it spiral-torque-rolled inverted into the soft growth still at full power before having a chance to reduce it. Next launch was one at reduced power to some 75% was another success and wonderful enjoyable flight. Well, great flyer but two bad hand launches out of four was certainly not very promising, only getting away with each due to the high one meter grass growth slowing down the impact without any damage. It would be certainly a different ending if hitting the solid ground! So the final conclusion is, either to have someone to hand launch it for me or keep on working at it, till I learn it to

perfection over the safe soft surface area I have done each launch so far.

Continuation- well, that was result after the first day flying action. Always keen to sort out the new model I was back at the field next morning in dead calm conditions to have few more goes. Few good, few bad ones and same the following day made me to experiment, deciding to install a small single axis gyro (25-year-old Piezzo 101) I had in the junk box I used in the past in some RC model helicopters.

I have never used gyro/stabilizers in any of my fixed wing models so far but if I carried on with this tiny model self launching; it probably wouldn't last too long with only some 50/50 success rate.

The only way to hook it up in Elevon set up was using a single channel, on Ailerons, hoping to stabilize the power units torque roll and keeping the wings in the level before I manage to get my right hand on the stick to take the full controls. Being an Elevon/Delta computer mix it resulted operating only one half of the control surfaces; I selected the Right-wing tab. Setting the gain to 40%, back at the field the following morn, off she went with the firm throw, pretty good this time followed by another success



after the first flight by altering the gain to 60% to check the result. Due to the rather slow responding micro servos I have found after numerous flights there was only some 35-40% gyro gain needed to make my hand launches quite stable with a confidence boost after each launch thereafter. With the gain set at higher rate the hand launch was lot more stable but during the flying session there was noticeable wing rocking due to the gyro constantly trying to correct some sloppiness of the miniature 4.5 grams servos.



So far I have recorded 25 flights in the log book, all over the soft grows area during the hand launching to make sure I'm ready to take it to any flying field for full enjoyment of just another flying toy.

Happy and Safe Flying, Regards, Joseph Frost.

Am currently working on the 3rd. one the smallest ever for my fleet, that should be a real hand full!<https://youtu.be/Pr8pjPjr6jo>

Delta Dart BFFS sponsored State Champs 2020

The Delta Dart is probably the simplest indoor class model to build with flat flying surfaces and plug on plastic propellor. The pre printed covering which also acts as a building plan enables the new comer to be up and flying with minimal effort.

This year we had two new members that had never built an indoor model (or any other free flight model) that were recording flights of over forty seconds by the end of the afternoon. Larry Brownlow, John Lewis and Brian Taylor all recorded their personal best times this year with Larry's best flight being 85 seconds. Each competitor has the option of 6 flights with the best two counted to establish the places. This year we had 3 regular flyers unable to attend but still managed 7 entries.

Apart from the scores it was great start to our indoor season and we are very appreciative of MAAQ's support for our indoor program. As one gets older you appreciate the bonds of friendship that results from sharing a common interest such as flying model aircraft and helping each other. I guess our activity is a bit like the Men's shed concept with our members mainly in their later years, except we can indulge in the fun of youth playing with our little planes like we did as kids.



Name	R1	R2	R3	R4	R5	R6	Best 2 Total
Larry Brownlow	81	75	85	74	79	77	166
John Lewis	19	68	70	80	71	61	151
Brian Taylor	49	55	53				108
Des Slattery	52	54	39	44	25	45	106
Ian Hay	44	36	48	41	27	41	92
Ron Munden	25	44	41	39	41	44	88
Mati Tabor	46	24	35	40			86



NEWS JUST IN

MAAQ RC Indoor event for April would appear to be cancelled as centre not formally closed.

Email from the Sleeman centre :

On Sunday, 22 March 2020 the Australian Government updated its position regarding Indoor Sport & Fitness Centres in order to minimising the spread of Coronavirus (COVID-19). As a result The Sleeman Sports Complex, including the Brisbane Aquatic Centre and Pace at Sleeman will be closed to the public until further notice from noon Monday, 23 March 2020.

We are continuing to monitor and work through the impacts of the evolving Coronavirus (COVID-19) situation and will provide you with updates as they become available.

DALBY F5J - March 21-22nd

12 flyers attended - with no mishaps .

Not so windy - Saturday had the smallest of thermals small bubbles no bigger than the span of the aircraft in places - by the time you turned into it it was gone.

Sunday a little better although in one flight the radian was sucked down in sink on the launch (with the motor on climbing) only to see that it was not going anywhere !!

Ross Ginder would always motor on to a spot quite a way down wind and had some low height readings through out the day .- the gamble paid off though with a third in the open class - Evan Bengston first and Karl Knack second, Brad Turner 4th , Terry Scolari came 9th.

Eddie Otto first in Limited and me second, there was only two of us .

Some flights were good with up to 10 minute flight for Eddie on Sunday and a 7 minute flight for me - more so as soon as we were up next minute down - some flight I averaged 3 minutes - one lasted just over 1 min 30 . It was follow that radian again with Eddie being just a spec and some aerobatics to get it down before the horn sounded .

Pressure was put on the tooth picks holding the wings to the fuse showing tears in the foam root . I had a similar issue but at around 7 minutes, I chose to spin back within eyeballing distance a series of two sets of spins. No wing damage, just happy to get it back .



L to R Limited 2nd place Doug Moody, 1st place Eddie Otto , Open 3rd place Ross Ginder, 1st place Evan Bengston, 2nd Place Karl Knack.



AIRFLOW 18



Brad Turner



Heading for the spot- these tapes are graduated out to 10 metres



Above: RCGF 21 cc Twin. On the right is the new RCGF 15 cc SE (side exhaust)



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KAMS -Kingaroy field March 2020

N o s t a l g i a



RCM Trainer on 2 channel with 35 Johnson C/L motor and RCM Gus sailplane with under-camber wings with son Andrew now 44!!

Photos provided by John Box KAMS - Kingaroy.
The photos show some age, and would have been taken around 40 years ago!!
Who out there still have the old original 27 meg transmitters and gear ?
Would like to hear from anyone out there who has .



My first Rumplestadt OS 25



RCM Ridge Rat



New Era 3 pattern ship, OS 25FSR

AIRFLOW 21



2nd Rumplestadt with foam, balsa sheeted wings OS 25