



VMAA NEWS

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Bulletin 13, December 2018

The B36 Maiden Flight At P&DARCS

Photo by: Andrew Mysliborski



*On the 13th October 2018 the B36 of Ivan & Kevin Chiselett & Andrew Smallridge took to the air for its maiden flight. Pilot's for the flight was Dave Law and Neil Addicott
An impressive beast that defiantly has presence*

Some facts to think about:

1. Weight; 65Kg with all batteries. 6# 6S X 6000MAh + 4# 3SX2200MAh
2. Type of engines; 10 Motrofly turning 6# 16 X10 3 Blade props and 4#70mm DF units
3. Wing span;5.8M – 230"
4. Build – Kevin did the design, Andrew (SC Models) did the cutting & some design. Andrew did all the fiberglass components. I did the build
5. How long did it take to build? About 6 years. It was pretty much complete about 1 year ago but weather and health issues of the crew caused delays in the first flight.
6. Design started about Jan 2012
7. First wood cut about August 2012
8. It's livery is that of the B-36 in the Pima Air & Space Museum in Tucson USA.
9. Test pilot David Law assisted by Neil Adicott, did a terrific job.



FROM VMAA PRESIDENT -REEVE MARSH-



On behalf of the VMAA Committee, I hope all Victorian aeromodellers and their families have a safe and happy Christmas and New Year period - if you're having time off from regular duties, I hope the weather is kind and permits whatever flying you enjoy!

We've been busy this year getting more processes in a shape that hopefully permits quicker communication and action - we're also pushing through some CASA documentation requirements to ensure our rights and permissions are preserved as new restrictions are placed on aeromodelling activities outside organisations such as the MAAA. Lots of work, but rewarding results.

As always, if you have concerns or ideas, we're very interested in hearing from clubs and individuals - please reach out to us; details are on our website's Contacts page.

*Regards,
Reeve Marsh
President, Victorian Model Aeronautical Association.*

Moving forward....

It has been a busy few months as I take the reins of VMAA Secretary. No doubt the Area Approval requirements from CASA has been prominent and certainly taken up time. But we have already have over 12 Clubs with a height extension approved with a number of Clubs still to be processed. The delay has been to ensure the documentation is correct and with a realistic risk assessment that cover the major points of an event which includes a public display for those Clubs that hold this type of event. As I mentioned in a previous notification, Clubs that are still waiting for area approval for their site(s) and have a previous instrument in place, can continue to fly. This will come to end shortly so time is precious but I am confident all will be completed by the end of January 2019.



You will also note the risk assessment format has changed to be more aligned with accepted practices. MAAA MOP/forms will be updated with this new format implemented officially in the near future. Understand it can be time consuming, but if done right, we will not have to revisit this process for 5 years. There are moves to simplify this process next time round, however, if the information is correct at the time of submission and nothing changes, then you will be in front.

As we move forward with CASA 149, we will find that all Clubs whether you fly at 400 ft or above, will require an area approval. There are reasons for this and I will endeavour to explain in future editions of the Bulletin as to why. Stand by.

Just be aware that all instruments have details of a contact person. If this person changes, then it is the Club responsibility to inform VMAA so MAAA/CASA records can be updated. Failure to do so will mean the Club is non-compliant with CASA regulations and could result in the instrument to be revoked.

The past few months, even though busy, has been rewarding. One of the VMAA goals is to provide a service to all Clubs and SIGs alike. Whether a question on a process or advice on flying operations at a field, we will endeavour to assist and encourage all things modelling.

From the President and Committee of the VMAA, we wish you all a very Merry Christmas and safe festive season. Hope to see you somewhere in a fantastic association in 2019

*Joe Finocchiaro
VMAA Secretary*



The B36 Maiden Flight At P&DARCS (cont)

It flies..... What a great day it turned out to be on Saturday October 13, great weather and a good crowd in at the P&DARCS field..

Finally the big model of the B-36 Peacemaker designed and built by Andrew Smallridge and Ivan & Kevin Chiselett from the P&DARCS Club took to the air. The model has been pretty much completed for about a year but weather, personal accidents and illness of some of the team had so far handicapped attempts to do the test flight. It all came together on Saturday November 13. David Law, of 2018 World Champion Scale Team member and Giant Model Inspector, was on hand to do the inspection after the build team with assistance from Paul Sommerville had done the assembly. This took about 90 minutes so as to ensure that all components were correctly fitted and all systems worked.

Even though the test flight was not advertised it seemed that the “jungle drums” had been busy and quite a crowd gathered at the P&DARCS field. The B-36 Team had decided to ask David to do the test flights given his exceptional ability and coolness under pressure. As the model uses 2 transmitters, the first handles the primary controls whilst the second looks after the retracts, flaps and ducted fan operations the Team asked Neil Adicott to assist David. A pretty good flight team.



The B36 is a big aircraft in its hay day and as you can see, the model is big as well. Doing some final adjustments and checking things out

Andrew and Paul manhandled the model to the west end of the main runway to save battery capacity and signaled David that it was ready. David applied full power and the model accelerated quickly down the runway and leapt off after about 60M and climbed out at a good angle. It was fantastic to see it finally take to the air. Many thought that it was a big car, but now it is an aircraft.



The B36 comes in on approach. A few little things to be adjusted, but as a maiden flight, she did not disappoint. It will certainly take its place in any scale display with pride.

David did a couple of circuits and then set up for landing. All that can be said is that he nailed it, nice and smooth. The B-36 Team check it over and decided that another flight was the way to go. So all 10 batteries were removed and put on the chargers.

About two hours all was ready for flight 2. David & Neil again lifted the 36 off the runway, this time at a lesser angle due to some elevator trimming on the first flight. Again flying was restricted to a short time as it appears

that some of the motors were pulsing. The landing was again another smooth touchdown. The Team seemed pretty happy with the day and why not.

The Team did a little testing on the ground to isolate the motor problem. It was then disassembled and put away into the trailer. The Team will no doubt sort out the slight problem and weather permitting, have it out at the P&DARCS Scratch Built Scale Rally. Well worth the trip just see the 36 fly. Check out the P&DARCS web site, www.pdarcs.com.au, for more pictures and a link to a video.

Ed



Andrew Smallridge and Ivan Chiselett with their B36 and from the smiles it must have been a great day to see the model finally into the air. Well done to all, including Kevin Chiselett and pilots

From the VMAA Contest Director

To all Club Secretaries and SIG Groups.
If you wish to have your event advertised,
please send an email with your associated
flyer to

contestdirector@vmaa.com.au

The Calender is updated on a regular
basis and provides a heads up on what is
happening around our great Association.

Were possible, your flyer will be placed on
the monthly bulletin to get the word out. As
always, the ones that get their dates organised
and uploaded will hopefully get the best
response..

VMAA Video Library December Update.

Effective Immediately the VMAA has dropped the \$10 Entry Fee for joining the Library. You can now join for FREE. To join please contact the VMAA Librarian at videolibrarian@vmaa.com.au and ask for a joining form and list of DVDs available.

The V.M.A.A. has a very extensive DVD Library. It contains over 1,300 titles covering models and full size aircraft as well as aviation movies. There are many excellent instructional DVD that provide you with excellent information that will assist you in this great sport. There are also lots of titles covering many of the big model shows and competitions from all over the world as well as a huge selection of full size aircraft documentaries. You are really missing out on something if you are not a member of the library. It only costs \$6-00, which includes the return postage, for 4 DVDs.

The video library is a great resource, if you are not using then it why not. You get 4 DVD's delivered to your house for only \$6-00. This includes the return postage.

Attention New Members

The Library has lots of Training/Information type DVDs available and these are extremely informative and will greatly assist you in both building and flying model aircraft. In particular the Dave Platt series of videos in the 5000 series are extremely informative and will help improve the modelers' skills, even those who have been building models for a long time.

Why not send an e-mail to the DVD Librarian and request him to send you the full list of DVDs available. You will be amazed at the huge section available.

Do not delay, do it now.

Contact the VMAA Librarian, videolibrarian@vmaa.com.au, now for information about the library; you will be amazed at the huge selection of titles available.

DVD of the Month – Highly recommended

Are you interested in how a Rolls Royce Merlin engine goes together? If so then join the DVD Library and check out DVD # 7255. Watch a guy rebuild a mighty Merlin engine. He explains what all the parts do and how the whole thing works as he assembles it. This DVD is extremely interesting to anyone with an interest in engines. DVD #7254 will probably interest those as well. It features the running of many of the WW2 large aircraft engines, great sounds

Update from the VMAA Registrar

Hello members,

Like to highlight that I continue **to receive non member registration mail, for example Wings assessments, and heavy model applications**, the latter getting lost in the mail with no backups of the originals. You need to realise that I deal with Member Registrations only. I will of course pass on any non registrar documents I receive, but it introduces delays particularly at this time of year.

Registrations are still going well, with 2265 Senior members, and 92 Juniors registered for the 2018/19 year to date. .

Please remember to put a meaningful description in your EFT payment, and /or send me an email letting me know that you have made a payment into the VMAA account. I still receiving some payments that I have no idea of which Club the payment is from. Remember that the Membership Register gives you the total amount owing for the Members registered. Having said that, paying by EFT is far better than cheque, as it means I can process the registration through faster. If you go to a branch to make the payment, let me know as well, as that just comes up as **"Deposit"** in the VMAA account.

Another training video is on its way soon, based on some of the questions that I have been receiving. So stay tuned. Merry Christmas and Happy New Year. Until next time, take care and happy flying

VMAA Register

Paul Webber



The ASAA Nationals 16 to 18 November 2018

The ASAA Nationals were held at Risk Townsend's Airstrip at Tarnagulla, Victoria. Fantastic location with three strips available. This allowed for pilots to use two strips for competition while the third was a cross strip used for landing. This made things very efficient with 40 odd pilots registered to fly.

As most of us know, preparing and organising events like this is not a mean feat. Well done to Michael Andrysik who played a very large part in putting this event together. He was well supported by the National Committee and supporters involved with the event.

Fantastic job to all with some excellent flying all weekend. The weather as we all know can be unpredictable but it did not deter anyone for having a go and producing excellent results.

Thank you to Flat out RC who has promoted a number of events. Have a look at their video below



Photos from the ASAA Nationals



Michael Andrusik (L) and Rick Townsend, property owner



Aaron Bones Garle with his 3.1 m Giles 202



15 year old Anthony Bate with his Extra 330 sc



The VMAA sponsored the Basic category for the event. Congratulations to all participants..



From the left, Michael Andrusik (Vic Rep), Dan Carroll (National Contest Director), and Michael Hobson (President ASAA) having a great weekend



Judging, Always important... Darren Mecklem (MFWAC) and Russel Edwards (GMAC) on the go



Basic Class winners



Sportsman Class winners



Intermediate Class winners



Advance Class

Unlimited Class winners

Freestyle Class Winners



40 pilots and their supporters had a great weekend of flying. A dinner held on the Saturday Night at the field

VMAA Trophy Weekend

06 to 07 April 2019

The aim of the event is to encourage Association Clubs to have a go as a team over the two days. The event has the emphasis on fair play, maximum fun and competition. Junior pilots are encouraged to be part of a team and enjoy some competition

The Trophy weekend has been modified to eleven (11) events. All rules have been reviewed for the 2019 competition

The Trophy Week makes it fair for small Clubs to have a go with a good chance of doing well against bigger Clubs. Enter as many events as you can. Your best six of the ten events will count.

A pilot can compete in two events only but can 'assist' other pilots in other events. (All Clubs will be asked to provide officials for judging or time-keepers for some events.)

Trophy Events

• **Heli/Drone Limbo (new event)**

• Bomb Drop

• Fun Scale

• Helicopter (Timed event)

• Thermal Soaring

• Scale Aerobatics

• Electric Glider

• Fun Fly

• Sports Limbo

• Musical Landings

• Combat

New - Ring in Pilot for teams. Not enough Club Members, why not enter a **Composite VMAA Team**. Rules and conditions for Trophy Weekend will be posted on the VMAA Website, www.vmaa.com.au

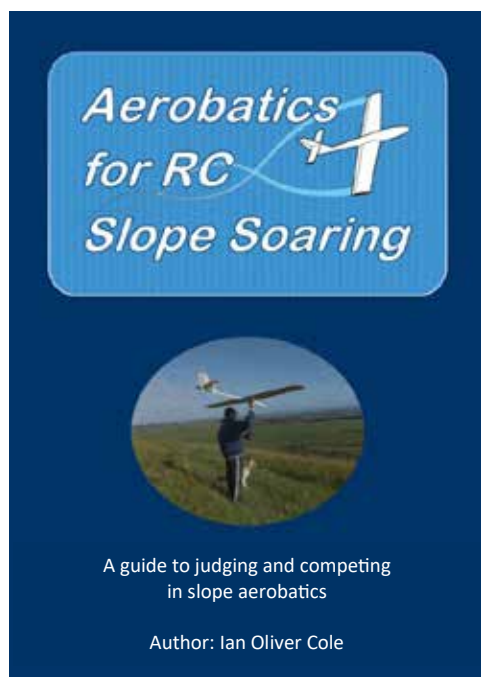
The event will be held at **State Field Darraweit Galm, Vic.** Catering provided both days with camping facilities available.

ENTRIES CLOSE: Monday, Sunday 31 March 2019.



If you need further information, please contact the VMAA CD; Joe Finocchiaro on Mobile: 0418 878 168, email contestdirector@vmaa.com.au





Aerobatics for RC Slope Soaring is a follow-on from my first book called *Aerobatics Plus*, which I first published in 1998. This latest edition has double the number of pages and many new features. The book includes 25 picturesque manoeuvres, new contest formats and judging guides unique to aircraft aerobatics in general. Everything one needs to know about slope soaring aerobatics has been covered in this comprehensive 60 page edition. I believe my book is unique to slope aerobatics and I am thrilled to announce it.

My first aerobatics contest was at Mt Hollowback in 1984, where I flew a rudder/elevator only Ricochet, which I eventually converted to add ailerons and flaps - and that's when I caught the bug. I rarely missed an opportunity to compete, until I bowed out of competition in 2011 to pursue other interests. But I am now ready to return with renewed enthusiasm and keen to pass on my knowledge to other fliers.

Slope competitions in Victoria were popular in the 1970s, 1980s and 1990s but slowly tapered off in the 2000s. Sadly, in 2014 we may have witnessed the last open slope contest in Victoria. While the baby

boomers have been the predominant figures in the sport for several decades, they are now fading away and the younger generation does not seem to share the same enthusiasm. I am mindful that I could be publishing my work for posterity and I am comfortable with that. At the same time, I am optimistic that there will be a revival. But if competition slope soaring is to make a comeback, a solution to the high number of cancellations must be found. One solution is to use electric assisted gliders when there's no natural lift to fly or fly safely.

Aerobatics for RC Slope Soaring is currently online for viewing and any positive feedback is welcome. I hope the book will become a Manual Of Procedures (MOP) to be added to the MAAA's website. I believe that the book will attract worldwide interest because it describes aerobatics in a way that will have pilots and judges rethinking how they fly and judge aerobatics, respectively - and not just aeromodellers.

I will officially launch my book at a slope day to be held on Sunday 20 January 2019 at Mt Hollowback, Bald Hills. Stay updated via the website. The book will also be available in hard copies, presented in individual plastic sleeves for updating in the future. For more info visit the website: mountainglidingaustralia.com.au/MAAA-Rules-Changes-2021

Below are three examples of the 25 manoeuvres presented in the book. Many other diagrams and photos are also included in this latest edition.

Topics in Aerobatics for RC Soaring

The Mechanics of Judging
Linking You, Your Glider, Your Sky
Step By Step Manoeuvre Examples
Flying Definitions
Practical Manoeuvres for Slope Soaring
Model Aircraft Check List
Pattern Aerobatics or Freestyle Slope
Apparel for Winter Flying
One on One Slope Aero Duel
Sequential & Freestyle Aerobatics
Ultimate Slope Aerobatics Challenge
Templates for a Judges Scoreboard
Manoeuvre Drawings



Latest Slope Soaring Happenings at Kilcunda

Report by Ian Cole

The North and Northwest Slopes

Some of the regular fliers who venture to Kilcunda may be aware that the north and possibly the northwest slopes are now off limits. In 2012 the previous owner died and subsequently this and other properties he owned in the area were divided into smaller lots and sold. This includes the north side where we currently fly to right around the other side of the hill, heading towards Woolamai.

The North Slope

I have recently spoken to the owner of the north slope who is very concerned about the likelihood of people coming onto his property. Peter, the new owner, who intends to raise cattle, by law has had to put into effect a farm biosecurity plan. Biosecurity is a critical part of the Australian Government's efforts to prevent, respond to and recover from pests and diseases that threaten the economy and environment. Regrettably, this means that no-one is allowed on the property for the foreseeable future. As a public relations exercise, I've made a special sign to complement the original sign to further explain the situation to other fliers who come to Kilcunda expecting to fly on a slope that's been available for over 50 years. There is a glimmer of hope that Peter may let us on his land again once the biosecurity plan has finished - but don't hold your breath.

The Northwest Slope

Until otherwise told, the northwest slope is also off limits. If flying on the southern side, do not land inside the property to the rear, as it is all part of the northwest property.

Prickles removed from the South Slope

In the past few years the nasty prickly bushes have grown out of control all around the southern side of the slope. I am in the process of removing as many bushes as practical, so that we can land our models without shredding them. The prickles themselves I might add, well let's say you could sew your pants with them. So far I have removed over 30 bushes and there are still dozens to go.

Be safe, be alert, be prepared..

The sighting of snakes in residential areas is becoming more prevalent and has resulted in a high number of snake bites.

Author: Rob Timmings



*Rob runs a medical/
nursing education
business Teaching
nurses, doctors and
paramedics*

That bite of summer has well and truly come early this year and with that heat, comes snakes.

Our neighbours (Meringandan near Toowoomba) have reported many sightings. 3000 bites are reported annually. 300-500 hospitalization, 2-3 deaths annually. Average time to death is 12 hours. The urban myth that you are bitten in the yard and die before you can walk from your chook pen back to the house is a load of rubbish. While not new, the management of snake bite (like a flood/fire evacuation plan or CPR) should be refreshed each season.

Let's start with a basic overview.

There are five genus of snakes that will harm us (seriously) - Browns, Blacks, Adders, Tigers and Taipans.

All snake venom is made up of huge proteins (like egg white). When bitten, a snake injects some venom into the meat of your limb (NOT into your blood). This venom cannot be absorbed into the blood stream from the bite site.

It travels in a fluid transport system in your body called the lymphatic system (not the blood stream).

Now this fluid (lymph) is moved differently to blood. Your heart pumps blood around, so even when you are lying dead still, your blood still circulates around the body.

Lymph fluid is different. It moves around with physical muscle movement like bending your arm, bending knees, wriggling fingers and toes, walking/exercise etc.

Now here is the thing. Lymph fluid becomes blood after these lymph vessels converge to form one of two large vessels (lymphatic trunks) which are connected to veins at the base of the neck.

Back to the snake bite site. When bitten, the venom has been injected into this lymph fluid (which makes up the bulk of the water in your tissues). The only way that the venom can get into your blood stream is to be moved from the bite site in the lymphatic vessels. The only way to do this is to physically move the limbs that were bitten. Stay still!!! Venom can't move if the victim doesn't move. Stay still!!! Remember people are not bitten into their blood stream.

In the 1980s a technique called Pressure immobilization bandaging was developed to further retard venom movement. It completely stops venom /lymph transport toward the blood stream. A firm roll bandage is applied directly over the bite site. (don't wash the area).

Technique:

Three steps: keep them still

Step 1

Apply a bandage over the bite site, to an area about 10cm above and below the bite.

Step 2:

Then using another elastic roller bandage, apply a firm wrap from Fingers/toes all the way to the armpit/groin. The bandage needs to be firm, but not so tight that it causes fingers or toes to turn purple or white. About the tension of a sprain bandage.

Step 3:

Splint the limb so the patient can't walk or bend the limb.

Do nots:

Do not cut, incise or suck the venom.

Do not EVER use a tourniquet

Don't remove the shirt or pants - just bandage over the top of clothing.

If possible, mark the outside of the bandages at the location of the bite.

Remember movement (like wriggling out of a shirt or pants) causes venom movement.

DO NOT try to catch, kill or identify the snake!!! This is important.

In hospital we NO LONGER NEED to know the type of snake; it doesn't change treatment.

5 years ago, we would do a test on the bite, blood or urine to identify the snake so the correct anti venom can be used. BUT NOW, we don't do this. Our new Antivenom neutralizes the venoms of all the 5 listed snake genus, so it doesn't matter what snake bites the patient. Read that again- one injection for all snakes! Polyvalent is our one-shot wonder, stocked in all hospitals, so most hospitals no longer stock specific Antivenins.

Australian snakes tend to have 3 main effects in differing degrees.

Bleeding - internally and bruising.

Muscles paralyzed causing difficulty talking, moving & breathing.

Pain - In some snakes' severe muscle pain in the limb, and days later the bite site can break down forming a nasty wound. Allergy to snakes is rarer than winning lotto twice.

Final tips:

Not all bitten people are envenomed and only those starting to show symptoms above are given antivenom.

Did I mention for patient to stay still?

<i>First names</i>	<i>Surname</i>	<i>Rating</i>
Nathan	Boekhorst	Silver Power
Peter	Coward	Silver Power
Ian	Heafield	Silver Power
Pieter	Jacobs	Silver Power
Kevin	Mackrell	Silver Power
Nicholas	Mannix	Silver Power
Owen	Mitchell	Silver Power
Peter	Moore	Silver Power
Harrison	Ritter	Silver Power
Steven	Vranch	Silver Power
Trevor	Bowden	Bronze Power
Jake	Farrance	Bronze Power
Steven	Hornsby	Bronze Power
David	Thiedeman	Bronze Power
Michael	Welland	Bronze Power
Tony	Barnes	Silver Glider
Evan	Bellamy	Silver Glider
Dianne	Rodgers	Silver Glider
Sam	Addicott	Bronze Glider
Glenn	Read	Bronze Glider

ALL wings requests need to be sent to SFI@Vmaa.com.au and no where else. Long delays can occur (3-4 months) due to the requests being sent to the wrong email address or person.

*Thank you,
VMAA SFI*

MAAA Latest Newsletters

The MAAA Newsletter brings you information on a number of areas at the National level. This includes reports from the Committee and contact details, Manual of Procedure (MOPS), National and International Events Competition dates and reports on such events.

Click [MAAA Newsletter](#) to have a good read.

VMAA Committee

Members

2018/2019

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Contact the CD to submit Calendar of Event dates.

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- cm1@vmaa.com.au
- Mark Sills - **Committee Member**
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- cm2@vmaa.com.au
- David Nichols - **Education Officer**
- Ph: 9752 5830
- Ph: 0417 547 040
education@vmaa.com.au

*Contact Dave to organise a presentation on aero modelling. Scouts, Cadet, School Group, general interest in aviation.
All welcome.*

- Ivan Chiselett - **DVD Librarian**
- Ph: 9898 4379
videolibrarian@vmaa.com.au

The VMAA DVD Library has the best collections of aircraft stories, modelling building and building techniques.

Meetings held 2nd Thursday of each month, except for January at VARMS Clubrooms

Please note the VMAA President, Reeve Marsh has a new mobile number as detailed above.