

WAMASC NEWS



WA Model Aircraft Sports Centre

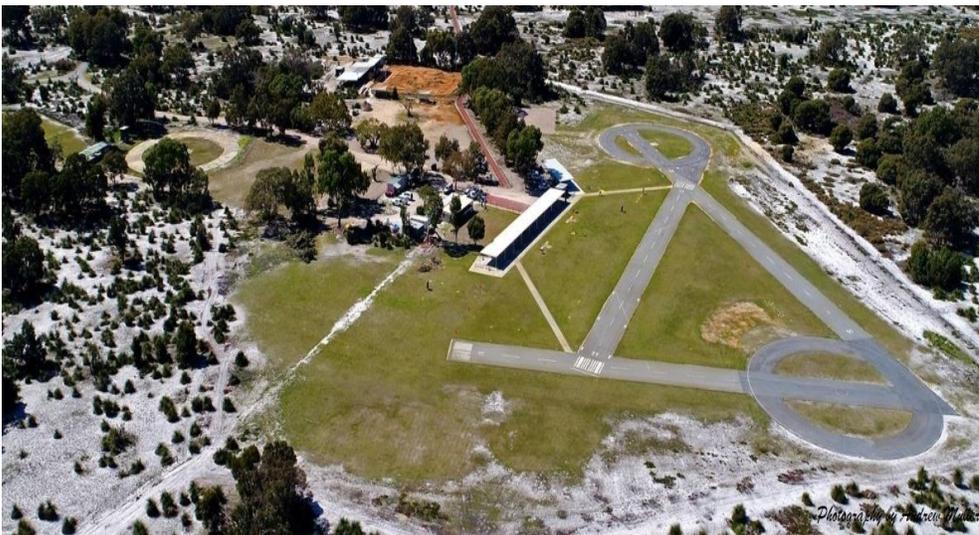
September 2017



*WAMASC refurbishment
has been like flying a
plane - ups and downs
and a few crashes.*

*We will always
rebound, rebuild and forge
ahead with our hobby and
World class facilities*

Your Committee



WAMASC Field

In This Issue

- Classic Retro
- Merchandise
- Pin Hinges
- Don't be so crabby
- Sponsor deals
- A New look

Why do we open the TX Shed ? — You'll find these Life saving appliance's inside



The Defibrillator is now stored in the Canteen .

Important Information for members

General Committee meetings are now held on a bimonthly basis.

You will receive email reminders of the date.

WANTED

Canopy to fit 100cc (Extra)

Contact Alan Gorman 0450543336

Content

This is your Newsletter, articles and photo's are always welcomed

Please send all your articles, photo's and or suggestions to secretary@wamasc.com.au

The opinions expressed in any given article are not necessarily those of the editor or committee

Classic Retro

By

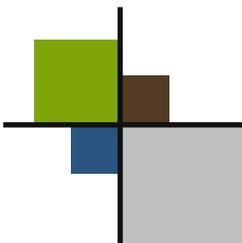
Tony Teach

It was back in 1975 when I first got into R/C Modelling. The trainer of the day was the Hustler Mk 1. A kit was purchased from Stanbridges Hobby shop and let me tell you, it was a confronting challenge, yep I had to build it. Despite not having any experience working with balsa, I gave it a go and the Hustler flew successfully. It was a bit under powered with the OS .25 in the nose but I managed quite a few flying lessons before it crashed. It was time to replace the Hustler, but with what?

Geoff and Ken Foster were starting up a hobby business in a garage at the time and showed me a Graupner deluxe kit called the Maxi and I was sold. It had foam core wings covered in veneer. This style of wing saved a lot of building time and eradicated the possibility of warps in the wings. The quality was superb. I built it and then painted

It by hand in retro colours. Fitting an OS40 It was far superior to what I had and my skills developed quickly and aerobatics were the order of the day. I built another Maxi after my first one crashed. The new one I covered in Solafilm in my own livery. Another newly acquired skill. Many lessons later I was solo and tearing up the sky. I then progressed to low wing aircraft, well, that's another story.

I decided to retire in 2016 and needed something other than the run of the mill ARF's to build and fly. I've always wanted 3rd Maxi and started researching the possibilities on the Web. Aaghh! Guess what.....?I was told of a site and my ex neighbour and I printed off the plans. I then went to a printer and the plans blown up. They were great. Now it was time to tender the build. I found someone in 2016 and the Maxi was scratch built in no time, early 2017.



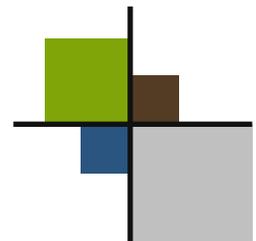
I was so excited as the entire process brought back so many memories of my late teens. The Maxi was handed over and it was time for me to decide how I would finish it. I chose tissue and dope over the bare balsa and paint over that. I used normal spray paint from Bunnings and Auto 1 and also brushed on enamels, for the finer trim colours. The only changes from the Retro colours were the pinstripes. I used blue instead of white. It looks good.

I enjoy the Retro colours on my classic Maxi and it is quite visible in most skies. There is enough space between the main colours over the white base colour. (Orange and red over white.) To complete the look I used a few stickers in the right places and added some lettering by hand. I decided to do my own designated identification letters. VH-JAG, Victoria Hotel-Juliet alpha george or Judge Advocate General as they have U.S.A Naval Division. Something different don't you think? Anyway, thanks taking the time to read my article. If you want to see me personally to discuss Retro classics such as the Maxi I'm only too happy to have a chinwag.

There has been some interest in forming a Retro group at WAMASC. Where modellers can share and fly their classic Retro's. We are looking for models designed before 1990. The engine/motor choice is of no consequence really as it's the plane that matters. Classics fly just as well using electric motors as they do using glow engines.

Specs: Maxi 1 (Trike 40)
Finish: Dope & Tissue over balsa
Final Finish: Spray enamels, water based hand painted enamels and stickers.

Power: Webra 55 Speed
Servos: Hitec: 5 servos
Flight Pack: Eneloop Batteries
Fuel: Coolpower
Radio: JR 36 megz
Likes: Great flyer
Dislikes: None



Merchandise Sale



Jackets \$58



Embroidered
Shirts \$58



Caps \$20



Mugs \$10



Large WAMASC Sticker \$3.00



Large Sticker \$5



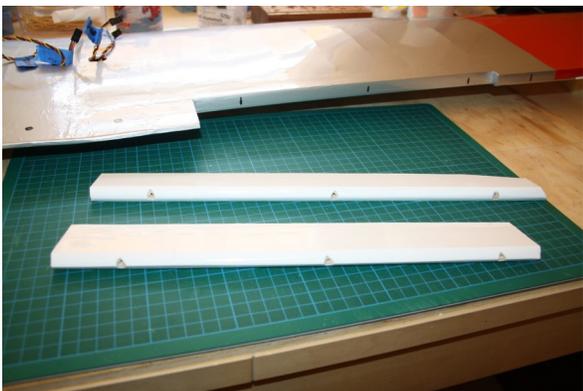
Small WAMASC Sticker \$1.50

How to install pin hinges

I recently deemed my (new) RC student (used and old) trainer aeroplane as non-airworthy. It failed pre-flight inspection prior to commencing training. The problem was that I managed to pull an aileron and the elevator off some of the hinges. To assist my student rectify the problem, I emailed him instructions on how to re-hinge these surfaces using pin hinges. Following this, he has successfully rectified the problem and his flight training commenced successfully.



There are three types of hinges dominating the RC industry. CA hinges which are made out of cloth, Nylon hinges and Pin hinges.



For larger models, both Nylon hinges (with cotter pin) and pin hinges are commonly used, however, I find the pin hinges much easier and quicker to install.



If you are repairing a moving surface, make sure that there is enough structural support for the increased depth required for pin hinge in comparison to nylon hinge. This “how-to” only covers hinging into wood structure (construction or repairs).

Before you start, prepare the following items at arm’s reach:

- Paper towels cut ready to use
- Methylated Spirits (can be purchased in Bunnings)
- Wood toothpicks (can be purchased in a supermarket)
- 3M blue tape (can be purchased in Bunnings)

If the new hinges are installed as part of a repair, then cut the relevant moving surface off the aeroplane using Dremel tool with a cutting disk. Usually, the new hinges can be installed offset from the originals and therefore will not require re

moving them, but just sanding the cut portions smoothly with the surfaces.

Drill into the moving surfaces only (i.e. Elevator/s, Ailerons, Flaps etc.);

Bevel the hole entry to allow it to accommodate the hinge middle thicker portion;

Apply Vaseline to the pivot section of all hinges, from both sides and move the hinge by hand few times so Vaseline enter in between the overlapping sections;

Mix larger quantity of 30 minutes Epoxy then you think you will need for a single surface hinging;

Use a toothpick to insert some Epoxy to the pre drilled holes in the moving surface, covering the "walls" of the holes;

Put Epoxy on one of the ribbed sides area of a pin hinge;

Insert hinge into the hole all the way so the metal pin is in line with the bevel of the moving surface (and therefore interlocking area half way sunk into the bevel you have created);

Clean access Epoxy which was squeezed out using paper towel with Methylated Spirits;

Check for correct orientation of hinge moving 90 degree to the surface;

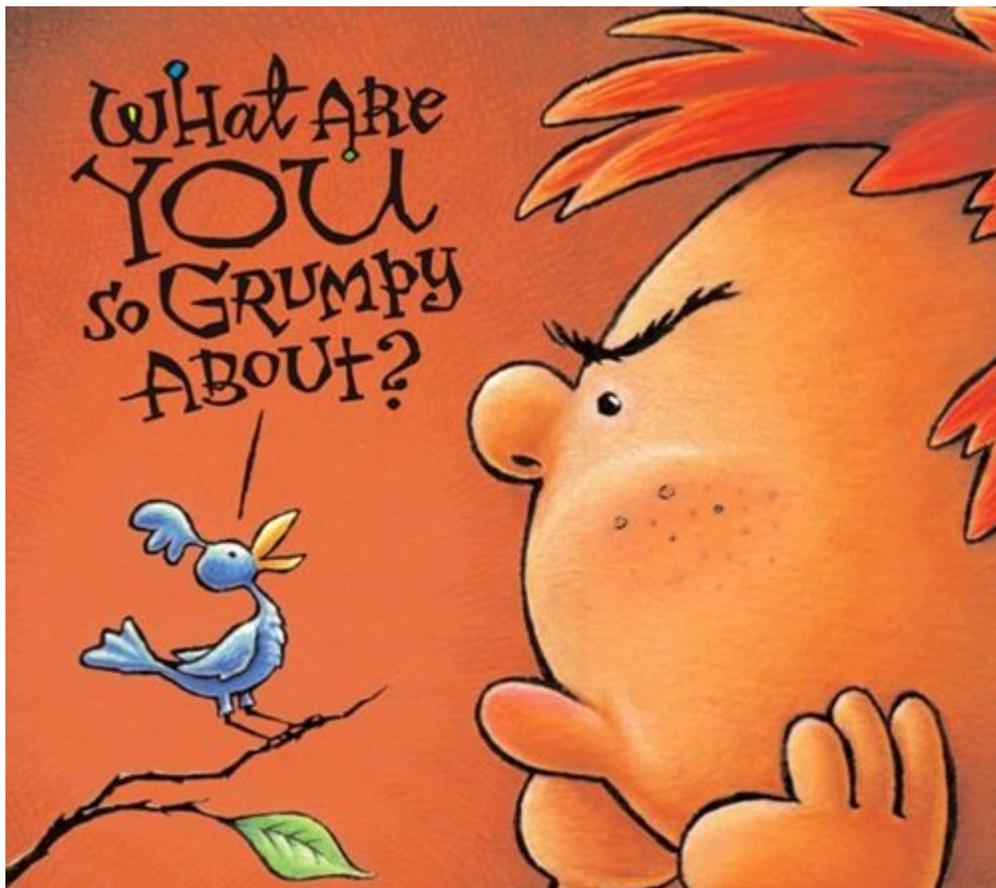
Repeat for next hinge.

You will have roughly 10 minutes of proper working time with 30 minutes Epoxy.





Ok with tongue firmly set in cheek, here are some not so set in stone rules to live by if you want to enjoy the hobby and make friends at the club flying field.



Step one is to keep everything in perspective. Hey man! This is a freakin' hobby and is suppose to be fun! People don't need pressure at the flying field, there's plenty of that in the real world. If you always find yourself compelled to show everyone what you know and point out what they don't—chances are you're already one of the hated guys.

The next thing is don't try to be Joe Cool at the field! Don't fake it. Being yourself, no matter what pops up is a good plan. Even when you're not on the flying field.

Remember, neatness counts! No! Your airplane doesn't have to look like a WRAM show winner, but neither should it look like a leftover from the latest club auction. Try to improve your skills with every new plane you build and try to make it look as nice as you can. And what your pit area? It shouldn't be spread all over the place. If you last flew from station 2, why is your radio on the picnic table and your starter box at station 4? Nobody likes a slob!

Watch the clock. Nothing gets people's dander up more than a sky hog. You know, the guy who just has to take every possible opportunity to be in the air flying his plane. Really unless you are always helping someone learn to fly, this is a sure sign of a lack of common courtesy and a lack of team spirit. Remember, less air time means more face time with other club members.

Reach out! Ok, so you've been a member of the club for more years than most other members have been alive. If you don't want to be viewed as one of the less valuable dinosaurs in the club, try reaching out and help newer members learn the ropes! No, this doesn't mean yelling at them every time they make a mistake. How about after they land and gather their thoughts, offer them a drink of water and chat a bit about what makes a good (and better,) RC pilot.

Rules for everyone? If you're the kind of guy that thinks rules apply to everyone else but not to you, then there is a good chance, this whole story is about someone exactly like you. It's that old "do as I say, not as I do" attitude that trips people up. It's all about keeping every one safe and increasing that all important fun factor that got everyone into the hobby in the first place.

Try to be socially acceptable. Demonstrate common courtesy and some average social skills. You don't have to be the life of the party, but when someone comes over and asks a question, don't just stand there and give 'em your "old" one-word answer. You might be happy being the grumpy old guy but it's not a good plan for helping the club and your hobby grow.

Finally, to really be the least hated guy at the flying field, try working with everyone and give something back to the club before you try to change things. Be a volunteer and help with events that bring some coin into the club. Don't grumble at all the meetings about what you don't like. Join in and help make it better by getting involved.

Note: The thoughts and comments voiced here are not necessarily those of this newsletter editor, or of the person who posted it – and who shall remain Anonymous :^)



Be the First named member —

WAMASC Gossipers / Rumour mongers / Most I'll informed

to received a personal invitation to address the next General Committee meeting with there thoughts;-

1.



Fire Safety

With Summer fast approaching it is now time to make sure you have a current certified Fire Extinguisher on hand .

See details for a fantastic deal through our sponsors -

FIRESAFE



13/210 Barrington St, Bibra Lake
Phone: (08) 9437 7777
Email; reception@firesafegroup.com.au



Exclusive Pricing for WAMASC members

SUPPLY OF CO2 FIRE EXTINGUISHERS

Firesafe Group (FSM) have agreed to supply CO2 fire extinguishers to WAMASC / WESTJET community Members at the cost shown below. FSM will also maintain and tag your fire extinguishers under the Australian Standard at additional cost as and when required.

2.0kg CO2 \$115.00 ex GST

3.5kg CO2 \$135.00 ex GST

5.0kg CO2 \$165.00 ex GST

Regards, Allan Van der Walt (WAMASC Treasurer)

Firesafe Contact:

Josh Oates Firesafe Service & Maintenance Portables & Passive
Service Manager

U13/210 Barrington Street, Bibra Lake WA 6163
MOB: 0438 402 674

WAMASC Raffle

Raffle Tickets are now for Sale through;

Gibbo (Weekend)

Pedro (all week)

David Collett (Sundays)

Drawn Busy Bee Saturday 14th October

\$2 each or 6 for \$10

1st Prize Brand New — Never Flown

Hangar 9 ARF Piper Cub 46 size complete with servo's

Evolution 46 two stroke engine





ACE RADIO CONTROLLED MODELS
4 VICTORIA ST MIDLAND W.A.
PH: 08 9274 8333 www.acercmmodels.com



27 NEWCASTLE STREET
PERTH Western Australia 6000

Phone: 08 9328 8986
Fax: 08 9328 8932
Email: perthrc@perthrc.com.au

Futaba T18SZ
It's here.
It's the one you've
been waiting for.

Perth RC Agents for Futaba
27 NEWCASTLE STREET
PERTH Western Australia 6000

Phone: 08 9328 8986
Fax: 08 9328 8932
Email: perthrc@perthrc.com.au



wapowerservices@gmail.com

Karl Rosewarne

Mb. 0468 470 444

Licensed Electrical Contractor



Baintek
IT SOLUTIONS

1 800 887 838
OR 0877 4373
OR 017 402 211

info@baintek.com.au
www.baintek.com.au

10/104 279 Suburb WA 6114



Walter Rosa

0406966690

Wci.digging.excavation@gmail.com



QUICKSILVER'S

Plumbing & Gas Services Pty Ltd
ATF The Silver Family Trust

Contact Marlon Silver
0403 049 060



13/210 Barrington St, Bibra Lake
Phone: (08) 9437 7777
Email, reception@firesafegroup.com.au



A tremendous effort in re-building WAMASC into World Class Facilities



Our new runway manager ensuring we look the part, and commencing edging repairs and runoffs



MODEL AIRCRAFT & RC EXPO

Be a part of your Expo in November.

Nomination forms for Flying or general help with the Event are available at the Canteen.

This is our chance to put on a Great display and Event for the public, get involved today. Flyers for you to handout are available at the Canteen.

WAMASC
WEST AUSTRALIAN MODEL AIRCRAFT SPORTS CENTRE INCORPORATED

AWA
AUSTRALIAN WEST AUSTRALIAN

MAAA

2017 WEST AUSTRALIAN MODEL AIRCRAFT & RC EXPO

WAMASC - NOVEMBER 4TH & 5TH

WHITEMAN PARK
CONSERVATION • RECREATION • EDUCATION

