

ROTOR TORQUE



Official Newsletter of the Melbourne Radio Control Helicopter Club Inc. Inc. no. A0014397D

2012/2013 Committee

President	Jeff Sussman
Vice President/ Contest Director	Ben Boldeman
Treasurer/ Registrar	Paul Turton
Secretary	Peter Dalglish
Editor	Jason Griffin
Public Relations	Roger Chapman
Safety Officers	Jason Rowe
VMAA Rep.	Carl Bizon
Events Officer	Rob Hopkins



Coming Events

February 02	Fun Fly #1	MRCHC St Leonards. BBQ Lunch
February 03	General Meeting	MRCHC St Leonards. BBQ Dinner
April 06	Fun Fly #2	MRCHC St Leonards. BBQ Lunch

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Flying times over Christmas will be similar to other years, that is:

1. NO FLYING THIS COMING TUESDAY (CHRISTMAS EVE), CHRISTMAS DAY OR NEW YEARS DAY.
2. NO FLYING MONDAYS.
3. Flying normal times all other days up to Friday 24th January.
4. Unlikely but if there are any days the school wishes us not to fly because they have something on, I will let you know.
5. Remember to LOCK the Gate when you leave unless of course there is obvious activity at the school. We can't get into trouble for locking the gate but we can for leaving it open!



Congrats to Phil Coghill winning the Fun Fly Novice trophy



Ant Sisley took out the Advanced Fun Fly Trophy for 2013 - well done Ant



With his PR hat on, Roger presenting Matt with the Expert Trophy - congrats Matt



Matt helping out Phil with his 4 blader



The MRCHC BBQ - Not sure if mum would approve Ben



Thanks to Brett Chapman's Raptor G4 is finally in the air

PRESIDENTS REPORT



Presidents Report – December 2013

Time to step up

Our club membership is a subset of the greater community. As such it will inherit its attributes – some good and some not so good. The good attributes are evident where members contribute to the welfare of the club and the not so good are where members don't.

For a club to prosper it only needs a small percentage of people who show their appreciation for the facilities by contributing towards the day to day activities. These include simple things like washing their dirty cups, emptying the dirt bin, mowing the grass around the clubhouse, cleaning up spills, sweeping out the clubhouse, helping with BBQs – to mention just a few.

Unfortunately – what has become mainstream is that the percentage of good to not so good has become disproportionate and to make matters worse the sniping and complaints often seem to come from those that contribute the least.

To survive as a club we need an “executive team” – this is a legal requirement not just a “posh position” We recently lost our treasurer – and no one put their hand up to take over this position. Without a treasurer we have no resources to renew membership and insurance for 2014/2015. No membership and no insurance means no more flying. Fortunately the small core of those that care about the club have come to the rescue and Brett has taken on a caretaker role as Treasurer to see us through the next six months.

At the August 2014 AGM we will need to fill any empty Executive and Committee Positions with new members. We will a new Treasurer and potentially others too. This will create an opportunity for all members to influence the direction of the club by either nominating for these roles or exercise their right to choose new members for these positions.

So it's time to step up and to stop asking what the club can do for you, but what you can do for the club. Next time you have a gripe, try and turn it around – be part of the solution not the problem!

We have a great club and great facilities – lets preserve this and keep striving to make it better.

On behalf of the Committee I would like to wish your all the best over the Festive Season and safe flying in 2014.

Jeff



All that attended the 2013 State Championships



Novice place getters, 2nd Sean Xue, 1st place Phil Coghill and 3rd Neil Russell



Advanced place getters, 1st Russell Edwards, 2nd Paul Webber and 3rd Ant Sisley



State Helicopter Championships

As you all were aware, over the weekend of the 2 and 3rd November the State Helicopter Championships were held at the State Field.

This is a fabulous venue with facilities to match. The Northern Flying Group is the host Club and made us feel most welcome and looked after us in terms of food and assisting where they could.

As it turned out the Saturday was a perfect competition day weather wise and Matt Carmichael our CD did a fabulous job running the event. Well done Matt.

There were 18 competitors evenly spread over the three classes and taking advantage of the weather, 3 rounds were run for all three classes. As it turned out this was wise, for the Sunday forecast which was less than perfect turned out to be just that - terrible. The wind and threat of rain was too great and the competition was abandoned with the Saturday results used to decide the placings.

It was interesting but not surprising that electrics dominated again which is all the go these days and is an indication of just how far the technology has advanced and in such a relatively short period of time. There were only 2 nitro models the balance of the 16 contestants all flying electrics.

Thanks to everyone who helped on the day and especially to Nick Csabafy for giving it a go in Advanced until his muffler (and yes – he was one of the two Nitro models) decided it preferred to not stay attached to the engine but more importantly thanks Nick for filling the role as head judge once again. Nick brings to judging his experience as a judge for the world championships. Judging was a fairly arduous task, not only for Nick but all the judges as the Saturday was quite warm. Thanks also to all those that judged on the day.

Marc Swan raised the bar in terms of F3C and it was good to see Mick Warren hasn't lost his touch and was very competitive. The weekend fired me up again too and I think all would agree it is a tremendous event even if you only have the opportunity to assist.

The final places for the event were:

Novice

- 1st Phil Coghil
- 2nd Sean Xue
- 3rd Neil Russell

Advanced

- 1st Russell Edwards
- 2nd Paul Webber
- 3rd Ant Sisley

F3C

- 1st Marc Swan
- 2nd Brendon Tucker
- 3rd Mick Warren

School using Club House

About the time we took possession of our new larger club house we offered to the school the use of our facilities if they ever felt the need. Well they have taken us up on that offer and the Parents Association will be using the old club house for some storage and meetings – this all reinforces the good relationship that exists between ourselves and the school. This probably will occur about mid January so if you need to go in that shed please keep it clean.

Very often there is a development that wasn't foreseen and that can then, in turn open doors to things that were not possible previously. That basic technology such as parachutes or the recent advent of bat like winged suits allow parachutists to glide and fly superman like – here is a link: <http://www.youtube.com/watch?v=WRqnTODwvEA> . It's both amazing and terrifying.

When aircraft were first being developed no one knew what a plane should look like so early attempts and designs can seem quite comical in hindsight. We all now know if there is a tail and main wing and don't try and copy a bird, it all works.

So where am I headed – let's look at helicopters. Several years ago we would have said there was only several configurations that provided viable helicopter flight, either the traditional main rotor and tail rotor, twin main rotor either one behind the other or as the Russians really perfected the coaxial configuration one above the other and that was basically it. But then with the rapid advancement in stabilising electronics, batteries and electric motors, in the model area came the drone or multi copter. Not the prettiest machine but perfectly designed for emerging electronics and totally functional. The mechanics didn't need to be complicated – no collective or cyclic control needed but simply individual speed control to conventional propellers facing upward! At first an oddity but then with GPS and cameras fitted capable of fulfilling many roles and oddly enough what started out as a toy, soon matured into a serious surveillance device for law enforcement and the military. A platform for HD cameras in the film and TV industry and now has offensive capability when fitted with weapons effectively find a target within a building.

It is then probably logical that someone at some point said, hey, what if we scale this up to carry a pilot. You may have seen the U Tube movie but someone has already – it is basically a scaled up multicopter we are all familiar with being flown by a hand held transmitter we are also familiar with. This was how the test flights were conducted and then the pilot hopped on board and went flying using the transmitter – check out this link <http://www.youtube.com/watch?v=L75ESD9PBOW>

This configuration also worked for the first manned helicopter flight that won the Sikorsky prize - many thought that manned helicopter flight would remain impossible. The link to this amazing machine: <http://www.youtube.com/watch?v=syJq10EQkog>

Already there is a more sophisticated designs being developed with enclosed cabins. When you think about it with the advancement of battery technology with capacitance type batteries on the horizon, full size 2 seat helicopters will most likely be viable sooner rather than later. Perimeter shrouds around the props can add protection (like some drones already) there is built in redundancy (assuming more than 4 props) if a motor or prop fail. Check out the flying Batmobiles from the last couple of movies – perhaps someone could see this coming.

So to get back to the opening comments – who would have thought that the 'toy' multicopter could very well be the shape of helicopters to come. Food for thought but don't take too long to think about as you will be overtaken by the reality.

Other Things

Finally, and as you would all be aware there has been some frustration at how some of the mundane tasks of keeping our club in order always seem fall on the same few shoulders – so as that famous President of the USA once said 'Don't ask what your country can do for you but ask yourself what can I do for my country' well transpose country for - - - well you get the drift. If we all do the right thing it doesn't take much to keep the club house, flying and pit areas clean and maintained.

So having said that we do have a fabulous Club and you the members make up the Club. I personally have found the Club and in particular a couple of the guys incredibly supportive when times were tuff for me and my wife. Two people in particular I do want to give a special thanks to and that is Brett and Jeff for getting me back in the air again and for James test flying the G4. It is really is sincerely appreciated.

So now I have 2 flyable helicopters expect to see more of me at the club. Saturdays for a whole lot of complicated reasons are my best chances of getting to the field so bring on 2014. I feel a new year resolution coming on.

Before signing off for this Newsletter, Paul Turton has had to leave us to take up something new, managing a caravan park in Tasmania. Many thanks Paul for looking after the books as Treasurer and we all wish you well with your new adventure. Thanks too to Brett for filling the role temporarily until we can find a replacement. Anyhow back to Paul Hmm – I can see it now – a caravan park modellers can go to with the family and facilities for flying model helis – now there is a thought.

Finally thanks to all the committee for their input to the Club all under the leadership of Jeff who is doing a fabulous job as our President. It is up to all of us to make sure we support him in that role.

Also last week I delivered the fabulous hampers that Jeff's daughter kindly made up for us (please thank your daughter for us Jeff) to Kerry Bolger the principal, Michael and Amanda (the caretakers) and Tom Humphries the groundsman. They all were genuinely appreciative and wanted me to pass on to you all their best wishes for Christmas.

To all the committee, you the members and your families I wish you all a very happy Christmas and a safe and fabulous 2014.

Roger Chapman
MRCHC Public Relations





scaled up it the multicopter still works



Full size muticopter - things to come perhaps



and proving it can fly



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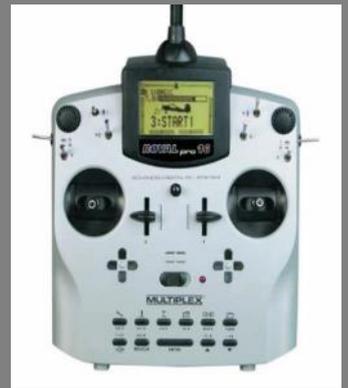
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HITECH AURORA 9, 2.4



SEAGULL JUST ARRIVED Ryan Navion, Pilatus Porter, PC-9 RAAF colours



MULTIPLEX 16 CHANNEL 2.4



OS, Salto, Supertigre engines



BEGINNERS PACKAGES

If you are just starting out in the hobby there are quite a few options. We recommend starting from a ready to fly glider, electric model plane or helicopter up to larger engine powered types.

Wayne, Addie, Knut, Lucas and George are all active modellers. No hard sell, just good advice with competitive prices. We have a large range of stock and spares with all the latest accessories and building materials.

Phone and mail orders welcome.

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ELECTRIC, Or NITRO HELICOPTER?

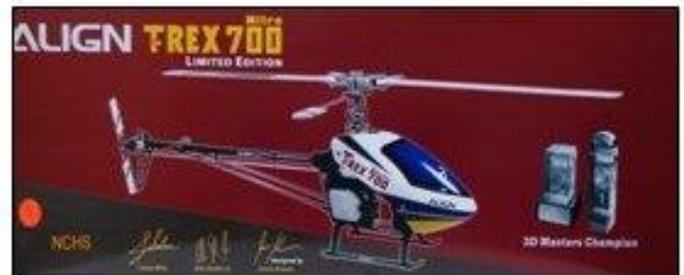
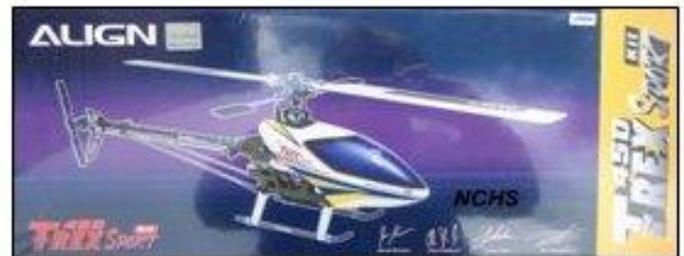
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HATORI SILENCERS

The MRCHC has an outstanding safety record. The safety of our members and our visitors is foremost to the Club and so the following rules are in place to help maintain a safe flying environment. Please observe the following rules at all times.

1. No member shall fly or operate their **helicopter equipment**, which has not been tested and checked prior to first flight, is obviously faulty or is obviously in need of repair.
2. No member shall fly or operate **equipment** to the danger of others or in a manner as to present the likelihood of harm or injury to person's or person's property.
3. The **Frequency Keyboard** shall be used at all times where possible for 36Mhz . NO person shall fly or operate any equipment unless the appropriate frequency key is in position on the keyboard. No person shall **remove a Frequency Key** from the Frequency board apart from the owner thereof.
4. **Frequency Keys** are not required for 24Ghz Spread Spectrum but transmitters must be on the approved list Refer [MOP 058](#)
5. Any member or visitor found to have **caused loss or damage** to any other member's Helicopter, property or equipment through unauthorized operation of their own equipment or by dangerous or irresponsible behavior shall be liable for such damage or loss.
6. NO pilot shall take off or land in the **pit area**, fly over the pit area or the Car Parking area. Flying is permitted in Authorised flight areas only (ref. map in the Club House).
- 7 All pilots shall maintain 9 meter separation form their helicopters at all times
8. No member is permitted to fly unless they can be identified by **wearing a current Membership Identification.**
9. **Visitors** flying at the field must sign the visitor's book prior to flying: - Visitor Rules apply. A Current member must sponsor the visitor and brief the visitor of the club's Flying Rules.
10. A directive from a club **Safety Officer** or a Committee member shall be complied with immediately. Any dispute settled later by the committee.
11. Hovering in the **hovering area** shall not exceed 5 meters in altitude. Pilot must not hover the helicopter between the Pilot and the Pits.
12. The **hovering area** is for hovering, the model must not exceed walking pace.
13. **Mobile Phones** are not allowed on at the flight line at any time, Mobile Phones are allowed in the pits and in cars.
14. **There is to be no flying on Fire Ban days.**
15. All members who wish to fly on the **main flight** lines will require to have their Helicopter Bronze wings or greater endorsement. Visitors wishing to fly on the main flight lines will be required to have a member accompany them whilst on the main flight lines until such time as they have obtained their endorsement.