

ROTOR TORQUE



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Coming Events

April 06	Fun Fly #2	MRCHC St Leonards. BBQ Lunch
April 07	General Meeting	MRCHC St Leonards. BBQ Dinner
June 01	Fun Fly #3	MRCHC St Leonards. BBQ Lunch

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MRCHC News

3/4/14 Flying Times over the School Holidays: Normal Flying times from Monday 7/4/14 to Wednesday 23/4/14 – **NO FLYING GOOD FRIDAY 18/4/14 or EASTER DAY 20/4/14**



AS 350 – Ron Roadnight

PRESIDENTS REPORT



With autumn upon us it is great news that the school has agreed to allow Wednesday night flying during daylight saving hours. I know there are only a few weeks left this year to take advantage of this, but it is a great development which again proves the good working relationship we have with the school. Thanks to Roger for negotiating on behalf of the members.

The upcoming general meeting April 7th is an important one and I hope we have a good turnout. There have been questions asked about the value we get from being affiliated to the MAAA and whether AMAS might be a better fit. To understand the value add we will have a representative from each to address our members. We also need to understand if it is an all or nothing option or if the both membership options can coexist.

Over the past couple of months, Brett has also been beavering away at setting up a new membership system through TidyClub. I wonder how many members have any sense of the amount of work that goes into ensuring the club runs smoothly. Without this type of infrastructure there is no Club, and these management positions need to be sourced from within our membership. So, while I don't want to sound like I'm preaching AGAIN, please give some thought to putting your hand up to assist with keeping your club operating smoothly.

The diversity of the club is one of our strengths – be it the Speed Demons, FPV pilots, 3D or even the Scalies, there is room for everyone. This past weekend we hosted about a dozen scale pilots with 22 helis and again the visitors commended us on not only the great facilities but also the spirit and camaraderie of our club. See some of the photos from the meet

We should also soon have the new floor. We will also upgrade the entrance areas to shield them from the rain and to assist removing mud from shoes when entering. Please also muck in to keep the clubhouse clean.

See you at the meeting!

Jeff

Tony Hilton kindly submitted this document he wrote on the MSH Brain.

<https://docs.google.com/document/d/1YTzBDbkvX81NWJclCZq1A8xrSCx-Dt9lq6gvhWUfZ3k/edit?usp=sharing>

Thank's Tony.



Coxy's Big Break

A couple of days before Christmas I received a call from the producer of the Coxy's Big Break TV show. He asked if I could organise some models for a segment they wanted to film for their show.

They wanted to film on the 7th January – not exactly a lot of warning. They actually did this to me last year and with nearly everyone on holidays and at that time it simply was not possible

This time the producer, while apologising, went into panic mode when I said once again there wasn't much time to organise things but I would see what I could do.

Well thanks to Rob McDonald from the Northern Flying Group and many phone calls we managed a more than reasonably showing.

The context of the segment was that Coxy would be on a full size simulator, dressed up as an airline captain, where he would fly from Melbourne to Paris and then at the end of the segment would say that now he was off to do some real flying! This being the lead in to us.

The venue was the state field and Mike Farnan was there with his huge 4.8M span Lockheed Connie and this proved to be an ideal aircraft leading in from Coxy on the Sim.

Now I can hear you say - well what has all this got to do with Helis? Well apart from being a fabulous opportunity to promote RC modelling I wasn't going to have Helis unrepresented.

On our side of the fence either work or being away on holidays ruled out the obvious choices but thanks to Peter Dalglesh for bringing along his scale Lama, I had my G4 and Raptor 50 and thanks to Brett and James who couldn't make it at such notice but lead me to Luke Annells who more than admirably waved the Heli 3D flag.

Wayne, the producer, Coxy and the crew were blown out of the water with Luke's flying – so much so that Coxy said just before they were leaving he wouldn't mind doing a segment just on Helicopters. I don't think he was just being polite – anyhow we will see.

They were so impressed they did the closing segment for the show with the Heli – now they may film all segments they do and use just the best but we will see.

The other thing and I am cringing thinking about it, but as soon as they arrived I had a microphone attached and a camera in my face. I wasn't nervous but the producer said pretend you are flying and Coxy will ask you some questions! So apologies in advance if some things I said don't make sense. First time thru I was happy with things but I didn't know they were filming just Coxy's head and then we filmed again so they could film me answering – I am sure I gave different answers second time around. Oh well, hopefully to those not in the 'know' it will all make sense and come together in the editing.

The other thing I should mention was that the weather was appalling in terms of the wind which precluded many models from flying. The wing flex on the Connie was noticeable but in the skilful hands of Mike Farnan it performed well. The wind was so bad it actually ripped the wings off a trainer that Coxy was being buddy boxed on. No doubt this will get some millage on the show. Needless to say Peter and I didn't fly but Luke wasn't fazed and put in a brilliant performance.

For those that are not aware, Coxy's Big Break usually airs 5.30 on a Saturday and Sunday afternoon with this episode most likely going to air in March some time – they will let me know and I will pass it on.

On other matters, for me getting to our field has been a bit hit and miss during the holidays – the days I could it was just too hot although I did get there last Friday - wasn't hot but blowing a gale! Enough to blow a table over! Oh well. So far I am on track going Saturdays – even if it is late after most have left for the day. I am really looking forward to doing a lot more flying this year and thanks to Brett and Jeff I have two excellent flying models again.

So to you all, I wish you a fabulous 2014 and hope you too get heaps of flying in.

Safe Flying.

Roger Chapman

MRCHC Public Relations

Cornish College Carnival

Even though we have a vested interest in seeing the school doing well, it is great that they are and this was very evident at the recent school Carnival. By the end of the day not many ventured over to our area but we did have some visitors and took the opportunity to fill them in on the finer points of our hobby.

Jeff as usual had a fine array of models that showcased what scale is all about and Michael demonstrated the thrill of 3D flying and did an amazing speed run clocking up 220 Km/hr that was verified via the models telemetry.

Even though the number of visitors that came to our area was low, it nevertheless was a success in terms of a PR exercise with the school. They were very aware and appreciative of our efforts.

Well done to Jeff for driving the day and for those that came along and helped.

Other Things

A bit hit and miss me getting to the field Saturdays but I did during the long weekend and to my surprise there was no one there when I arrived about 2.30! Now I don't want to seem antisocial but in some ways it was great. I flew until I almost ran out of fuel and tried my first 'flips' – a bit messy but hey it was fun.

Now I did say 'fuel' and I suspect I am in the minority flying nitro models but Chapman has finally gone with the flow and just bought a Raptor Titan X50 electric. Hopefully it won't take forever like the G4 to get in the air and hopefully you will see it soon at the field. Certainly impressed with what you get in the Kit. It was very reasonably priced (from NC Helicopters) and to my surprise comes with carbon main blades. The canopy is also from carbon and comes with stunning graphics. Also a nice touch includes a foam blade to boom holder. Anyhow, watch this space.

Nitro Corner

Well I was about to shelve my 50 and then I thought why not give it a heart transplant. So as I write this I am halfway thru installing an OS 55 and new servos. This should make it rock! The model is amazingly 10 years old, done many many flights and I know I shouldn't say this but has had only one crash in its life! The airframe is still sound and as I am not thrashing the model like James or Michael, it should enjoy many more flying hours – er unless I dumb thumb it of course.

So talking about Nitro – and at the risk of you saying well I know this already – a way I have always found successful in undoing or tightening the crank nut that holds the clutch and fan on the shaft, is to remove the carby and shove a toothbrush handle into the recess in the crank. Now the obvious will happen if you use a cheap toothbrush as the plastic might shear off or the wife may ask why the end of the toothbrush handle looks like you have given it to the dog to play with. If you have the OS tool to lock the crank then you don't have to worry of course but if you don't and like me you want to do the job now, then this will work.

Undoing the fan can be a little more of a challenge and especially when you can't remember whether to undo it or pull it off! So before I go stripping threads or worse - a quick call to Jeff reminded me that it does in fact undo so the challenge was how to get enough leverage to indeed undo it. Gripping the fan with a towel just didn't work. Clamp the fan and you will break it. So as you can see from the photo, a make shift handle was bolted to the front of the clutch and with liberal applications of CRC and the trusty toothbrush, it reluctantly undid. Reason it had locked on so tight was that there was a small amount of oxidation between the crank and the fan.

On that note, that is all have for this newsletter and if all goes according to plan, in the next several weeks I will have got my head around managing and keeping our web site up to date. Mainly with photos and updates and on what is coming up etc. Will let you all know when to check it out.

So until next time - Safe Flying.

Roger Chapman
MRCHC Public Relations





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HITECH AURORA 9, 2.4



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MULTIPLEX 16 CHANNEL 2.4



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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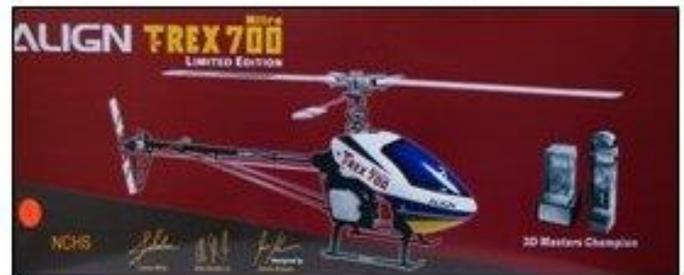
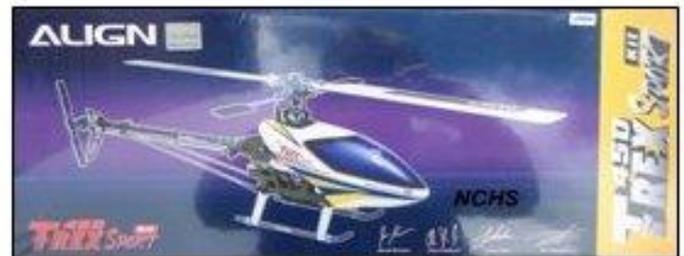
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HATORI SILENCERS

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.