

ASAA Newsletter

DUBBO ASAA CHAMPIONSHIPS

On 28 November 2008, Australian IMAC competition saw the start of the ASAA National Championships which was held in Dubbo NSW. Over 50 pilots and their families travelled from all over including WA, SA, ACT, VIC, QLD, NSW and New Zealand.

The event was run over a three-day period with all IMAC classes flying a single sequence round. The judgment to only fly a single sequence turned out to be a great decision by Contest Director Mr Rick Gell as it gave all pilots the opportunity to fly two or three flights a day. The alternative to fly a two-sequence round would have meant most pilots would have flown once a day, a bit boring for all. The single sequence round was well received by all 50+ pilots and I am sure it will be adopted in all larger IMAC events in the future.

The flying standard in all classes always amazes me. The standard is getting very high and competitive. Gone are the days were a pilot in any class could show up and be competi-

tive without practice. Even Invitational Tucson Shoot Competitor Chris Brislin got a few chops at the heels by Mark Easton and Tony Driver.

Speaking of Chrisby, can the guy freestyle or what! Even after watching him for several years he still makes me, and I am sure others (mainly Norm), pucker. But at Dubbo, I think he might have even made himself pucker a little bit. Just when you thought you could fly any lower, he rips the rudder off his model. Nice one mate!

Another couple of special mentions need to go out to the following for their brilliant work to get this event up and running. Which I might add was run as smooth as silk...as smooth as a babies bum...as smooth as a DA150 (hehehehe, just thought I'd throw that in).

Matt Dorling, Scott, Ian and Alex Todhunter and the rest of the Dubbo (and Parkes) boys, well done and thanks for the hospitality.

And we wouldn't have had an ASAA Championships at all if it wasn't for the efforts of Rick and Alayda Gell-thanks guys, the efforts you put in are most appreciated.

Your ASAA Champions for 2008 are:

Basic

- 1st Alex Todhunter (NSW)
- 2nd Stirling Jones (ACT)
- 3rd Christopher Paton (NSW)

Sportsman

- 1st Mark Hansen (Qld)
- 2nd Brent Matthews (Qld)
- 3rd Aaron Garle (Qld)

Intermediate

- 1st Nakia Brewer (NSW)
- 2nd Jeremy Reinertson (Qld)
- 3rd Matthew Dorling (NSW)

Advanced

- 1st Anthony DeMarco (ACT)
- 2nd Troy Brodrick (Qld)
- 3rd Stuart Davies (Vic)

Unlimited

- 1st Chris Brislin (Qld)
- 2nd Mark Easton (WA)
- 3rd Tony Driver (Vic)

Anthony DeMarco

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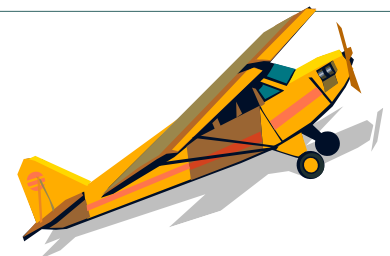
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A word from the President (Richo, not Barack)

We finished off the 2008 season with our inaugural ASAA Championships, held at Dubbo NSW. The Dubbo boys looked after us all particularly well and were pretty excited to have us there. Rick Gell did a wonderful job as CD and the many hours of pre-competition preparation really paid off, with an extremely well organised event. Congratulations to all the winners and place getters, it was really good to see the young guys do so well.

We also had our AGM at Dubbo and a new Committee elected for 2009. For those of you who didn't attend the elected Committee members and their positions are listed on our website. One issue that received a lot of discussion was a list of rule changes that were forwarded to the Committee as motions to be voted on at the AGM.

The residing Committee did not list the motions on the AGM agenda, as competition rules are the day-to-day business of the ASAA and as such are the elected Committee's area of operation. The items were brought up through the agenda under 'Special Business' as is the members right. The Committee's decision not

to include the motions as an item on the agenda was, in my opinion, the correct one. The Committee is elected to oversee the day-to-day business of the ASAA on behalf of its members and one of these areas is competition rules. There are many rule proposals that need to be reviewed by the Committee and needless to say most of them come from IMAC. Lots of things need to be considered when reviewing rules; Is it legal? How will it affect the competition? How will it affect competition infrastructure? Is it IMAC? After all, IMAC is what we are here to fly and the core of our competition rules come from IMAC. Motions voted on from the floor at an AGM become fact, if carried. The problem with this is that the Committee is not empowered to overturn any decision carried at the AGM. So what if the rule change doesn't work or turns out to be impractical? Or is not legal under the MAAA?

In the end, the list of motions was withdrawn and the members voted that they be handed to the new Committee for review. In my opinion it was a sensible move and the new Committee will have these items on their agenda at their first

Committee meeting in 2009.

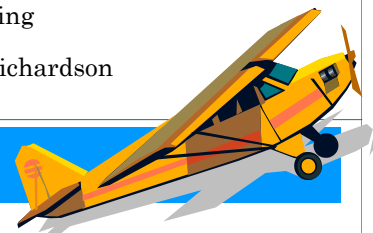
This has highlighted a few must-do's for 2009. Our current constitution is in need of an update to reflect the changes carried at previous AGMs. We also need to look into a new voting system to allow all members to cast a vote, such as online voting (if it's deemed legal). We also need a clearer avenue for members to forward proposals to the Committee and a better system of reporting on proposals.

It seems clear to me that members want a better line of communication to the Committee, although I have always felt that the Committee members have been accessible as well as facilitating. In 2009 we will be working on improving our lines of communication and operational systems.

2009 looks like being a good year with plenty of competitions already listed. If 2009 kicks off the way 2008 ended at Dubbo, we are in for a great year. Keep positive and enjoy your flying!

Safe flying

Steve Richardson



Now it's the VP's turn...

I just wanted to go back and reminisce on the ASAA to remind us all of where it came from, what it is about and, hopefully, where it is going.

In 2003-4 the ASAA was formed by a couple of guys with the vision of creating friendly competition for pilots and their families to enjoy scale aerobatics.

The creation/intention of the ASAA was supported by the philosophy of creating a friendly, cohesive environment. This has always been, in my opinion, one of the underpinning

strengths behind the ASAA's success.

My first IMAC comp was in March 2005 in Albury (18 pilots) flying a DA50-powered Great Planes Patty Wagstaff Extra. Kymberley, Cameron and I got to meet a lot of guys and families who were also just starting in IMAC and have since made a lot of good friends. We still talk about our first ASAA competition and how it had a friendly, family feel. Ahhhh, the good old days when we could sit under a shade in the pits with Cameron asleep on a

rug...

It is always good to see other pilots bring their families along to IMAC comps and it brings a smile to my face when I see group photos of past comps with our kids standing next to us and our planes.

IMAC and the ASAA is getting bigger in Australia and we all need to work together to keep the ASAA heading in the right direction into the future. Having been a member of the Committee in the past and as Vice President, I can tell you that the Committee has always acted,

and will always act, in the best interest of the ASAA.

I know that the new Committee has a lot on their plate this year. The Committee's job doesn't ever stop. Once a document is finalised, a rule implemented or a guideline imposed, it is time to review it and do it all over again.

Unfortunately, my crystal ball isn't working these days and I don't know what is going to happen in the future, but I hope the ASAA keeps tracking forward in the direction it has been heading for years to come.

I hope you all share a similar outlook and experience in your IMAC journey.

As I once said to my wife, 'the ASAA IMAC competition is great place for making new friends and an excuse for us to own big and expensive airplanes'.

Keep on flying

Anthony De Marco

2008 safety wrap up

I am pleased to report that 2008 has been another enjoyable and safe year for the ASAA with no serious incidents reported via the National Safety Officer.

Early in the year Richo and I developed the concept of a Contest Safety Officer with the intent of allowing safety oversight to be assigned to a dedicated person other than the Contest Director (CD). I believe this is particularly important at large or fast paced competitions where the CD already has a considerably high workload. Guidance on the roles and responsibilities of the Contest Safety Officer was added to the cur-

rent ASAA Rules document.

With Shayne Lysaght's help, I have published newsletter articles on propeller safety and safe taxiing. Feedback to date has been positive and it's good to see more people turning their planes away from the pits when taxiing.

I have conducted failsafe and engine kill testing at various Queensland competitions and have also conducted training on the test requirements and procedures. The training was well received and helped reduce the time delays associated with testing planes during a

competition.

My challenge to the incoming safety officer is to ensure they get involved with all ASAA events and not just the ones they attend themselves. This is an area I feel I have not done enough with throughout this year and will be important in the future as we are seeing more competitions over more locations throughout the country.

In closing I would like to commend all ASAA members for their contribution towards promoting a fun and safe environment.

Jeremy Reinertsen

National CD's report

What an awesome year for scale aerobatics in Australia, the growth during 2008 and influx of new competitors gives a very positive future for IMAC and therefore the sustainability of this association.

Not to go on and bore everybody, but to quickly summarise a few statistics, this year there were 30 ASAA sanctioned events held across the country. This was broken down into; Qld, NSW, and Vic all with 6 each, SA and WA with 5 each and ACT with 2.

Remember of course that geographically with the ACT being within NSW, this has meant a very healthy contest calendar for the region.

160 individual pilots competed in IMAC events during 2008.

Promotions gained for the year though achieving 3 promotional points were; Basic to Sportsman: Alex Todhunter, Stirling Jones, Daniel Beresford, Sportsman to Intermediate: Aaron Garle, Brent Matthews, Harley Wall, Advanced to Unlimited: Mick Dakers, Troy Brodrick.

Congratulations to those pilots.

Whilst when broken down at first, to see that your particular state may have had only 5 or 6 events across the year, 6 contests per year, by the time the Christmas break is taken into account and the new year kicks in, this equates to 1 event every 8 weeks in your home state, throw in travelling to 1 or 2 interstate events each year, all of a sudden you realise how healthy our

sport has become. On that note, please take a moment to consider all the effort that it takes to stage these events, to those of you that have been CD's over the year, thank you.

2008 saw some change come about, most importantly and I believe at the top of the list was the noise ruling, at the beginning of the year the executive made a decision to not fully implement the rule, but to introduce the assessment as a learning curve for the membership, this I am very glad to say had a great influence on the way in which we build and equip our models, and how we managed our power during the sequences. In July this year, due to some issues related to noise, the executive further decided to step up the ruling to enforce the dis-

qualification of any pilot that received 2 "Very Noisy" assessments at a contest. Noise is one of the biggest single issues that effects the ability of the association to stage events, and without due attention to this issue our sport will be short lived. 2009 sees the introduction as advised at the start of the year of the noise score being entered into the score program, with the applicable K factors against each class, this will be further incentive to help us address this issue. Ground testing will not be introduced, as it has been found to be inconclusive and to be put bluntly, a quick cheat mix on a switch sees any pilot finding a pass in this area. I have consulted with many people internationally on this, and the same conclusion has been reached by all. Flying sites have not been compromised by planes in the starting pegs, in the air is where we have to address this.

The airspace control score was the other introduction this year, and whilst it would appear that all went relatively smoothly, once we got used to placing the score in the box, I think more can be done in this area, essentially, the smaller we make the footprint of our sequences, with good throttle management, thereby flying slower, the higher our Airspace Control Score should be, and also the more chance of receiving a VQ for noise, which also means higher score, which culminates in a better result for the pilot, but all of a sudden we have reduced our noise and overfly issues to the residents adjacent to our flying sites, thereby once again helping preserve the longevity of our sport.

On a personal note, the job of national CD for me has been rewarding, whilst it has a relatively high workload, and at time becomes a little tedious I have enjoyed it, and I would like to thank all the members for having the faith in me to continue to do the job for 2009 – I must really be sick!

2008 has seen me become involved

with the IMAC sequence committee, on a few previous occasions I have had the opportunity to write unknown sequences for the odd event, now to be involved in writing international unknowns for distribution around the globe on a weekly basis as well as having input to the new known sequences for each year, is very gratifying. Also as of the beginning of November, I have gained a position on the IMAC rules committee, this is the first time an international member has been inducted onto this committee, and with the big push within IMAC to truly be recognised as an international body, I am very proud to be part of it, already a lot of work has been done, and is continuing, which will see some slight changes, but mainly clarify many ambiguous areas which if accepted by the IMAC board of directors, will be put in place for 2010. This is a very enlightening area, I see this position not only being a benefit to myself on a personal level, but as a great opportunity to promote the ASAA as part of the international IMAC community.

What's new for 2009...

Noise score

This year will see the noise score being entered into the score program, what this means is if you are assessed as "Too Noisy" you get a Zero, "Acceptable" you get a 5, and "Very Quiet" you get a 10. These are K factored according to class, and will have a bearing on the outcome of contests.

When does a sequence commence?

The previous interpretation of the ruling was that once you call in box, judging commences, due to the fact that the rule states, "the sequence will commence when the aircraft departs wings level horizontal flight" I have had it clarified that the correct interpretation is

when the aircraft departs wings level horizontal flight for the first manoeuvre, that means when you push, pull of bank into the first element of figure 1, so, to keep in line with the rest of the globe, please now commence judging at this point. I suggest that it is still good practice to make the run into the first manoeuvre in as smooth a manner as possible to set up your sequence!

Listing of new events

It is a requirement of ASAA for CD's to submit a sanctioned event form, this lists out many things, but one of the main tools I use, is to list your unknown sequence requirement, currently there are many events listed, that I have not received a form for, and if you list an event, and I do not notice it on the site, you may end up with no unknowns for the event. Please make your first action to send me the request, I will then list the requirements, and then I will list your event, or ok you to list the event on the website, this will make the admin side flow lots smoother and who knows, some of my hair may even return over time. I thank all in advance for your assistance in regard to this.

Good luck

Mick Dakers



What happens if your engine breaks loose? (duck!)

I thought for something a little bit different for this article after again witnessing some of our flyers tach-ing motors while standing in front of props, that I would conduct a little experiment.

After some consideration and having some spare time on my hands, I thought I might conduct this experiment mythbuster style.

While some have witnessed props been thrown, some have not, so I asked myself the question, what actually happens if a motor fire wall combination was to detach from an aircraft at the most inconvenient time.

Method

- Remove one slightly used OS46 from son's plane. Weight with engine motor and muffler 590g.
- Attached motor to quick release engine test mount.
- Clamp mount to table at approx 10 deg nose high attitude and with 880mm ground clearance.
- Start motor, run up and tach from behind at full revs.
- Pull quick release pin, and let mo-

tor go.

Results

Run number one

Using a 12.25x3.75 APC prop, tached at 12200rpm, motor launched in a slight arch to the right (pilots views) from a standing start as soon as motor had cleared test bench. It began to rotate in an anti clock wise direction, while flying some distance before ground contact.

Upon measuring it was noted to have travelled 13.9m to the front and 5.7m to the right of the release point.

Run number two

This was conducted using an 11x7 master airscrew prop at 11500rpm. Motor launched in a noticeably larger arch to the right however did not seem to travel as far forward. Upon measuring was found to travel only 10.3m to the front and 7.3m to the right from the release point.

As you can see from the results from this test, even a small glow motor has the potential to inflict

major damage to whatever is in front of it if it departs the airframe at anytime.

Some possible causes could include

- Poor manufacturing of glue joints
- Badly repaired airframes
- Fuel soaked timber from flying activities
- Prop strikes and vibrations, or
- Unreinforced firewalls.

Conclusion

Check all motor mounts regularly and urge all fellow flyers to stand behind the prop at all times especially while tuning or using a tacho. As a point of interest a tacho does not know what side of the prop it is looking at.

Any questions, queries or comments feel free to contact me on 0428 238 964 or on email at matthew.dorling@bigpond.com

Fly big, fly small, fly safe most of all.....

Matt Dorling



What's going on in the wild west?



Western Australian IMAC proceeded through 2008 in a similar fashion to 2007. We ran a total of five competitions, with a number of WA members attending the Bendigo Masters 4 and various other interstate comps. In 2008 we changed the competition format from a one day event to two and three day competitions, allowing for unknown rounds, more known rounds and, at some events, freestyle as well.

The first competition of the year was held on Australia Day in the south of WA and saw lots of new competitors roll up. Next on the WA calendar was Kalgoorlie in May, Northam Masters in August then back to Perth for the last two competitions in September and November.

A number of pilots travelled interstate to attend competitions in 2008, keen to be tested by our Eastern cousins (or keen to show-off the

WA skills). Pilots went to the Bendigo Masters 4 where again they did not disgrace themselves. Notable results were Mark Easton – 3rd place Unlimited, Ben Cohen – 1st place Intermediate, and Scott Percival – 2nd in Basic (a great result for his first interstate comp). WA pilots also attended comps at Barossa – SA, Tin Can Bay – QLD (2 different competitions) and Dubbo – NSW. Congratulations to the well-travelled WA pilots, we appreciate the effort you make to represent WA and the knowledge you bring back to help our state IMAC scene grow.

By the end of 2008 a number of pilots have been promoted up in class, the most notable is Steve Maitland, who started the year in Basic and finished the year in Intermediate whilst winning a majority of the competitions in each class and nearly receiving a promotional point at every competition along the way.

Watch out Unlimited! All WA pilots should be pleased with their efforts this year as all have increased their skills in both flying and judging.

WA finished the year with 18 ASAA members, slightly down on 2007. However with most competitions having 15 to 20 entrants, this number seems to be the core group of IMAC pilots in WA.

Given the commitment and enthusiasm of all the pilots that I have seen in past competitions, 2009 looks like a very promising year for IMAC in WA.

Ben Cohen

WA State Representative



Not much to report this early on in the year here in SA,

first up is a date change for our main competition of the year 'Imac Over The Barossa'. It has been changed from the 14-15 March and is now set for the 23-24 May. The Barossa Comp is in the heart of our wine country on top of a hill, along side of a full size strip and hangar which makes it easy for one to leave their plane all rigged up overnight, giving the boys more time to taste the local brews, oh, I meant to say study unknowns!

By the time this comes out there may have been a few self-promotions from Basic to Sportsman including Simon Butterworth,

Paul Moustrides and John Jansse. These guys started at our 'come and try' days here in SA and have rapidly moved forwards from there, over the off-season getting themselves into the 2.6m 100cc size models and loving it!

The road trip to Dubbo last year for Marcus Rainer and I got the cobwebs out of the DA van now that Cookie as moved interstate. It was great to catch up with all the boys and be apart of such a well-run comp-thanks Rick. I'm hoping that some of the other SA guys will get up some guts and have a crack at some interstate comps to get some exposure, they don't know what they are missing. Another road/air trip about to happen is the Rumble over in New Zealand in mid-February. So far Tunscky, my wife and I are heading over to take on

the Kiwis - there has been a bit of talk from other guys at Dubbo champs that they might make the trip and I sure hope they do, should be fun! Cheap airfares and cabins at the airfield.

We hope to get a few one-day comps in this year, one early on and one later in the year. The SA champs at Monarto will try to be about the same time at last year, keep your eyes on the ASAA events site for postings.

There are a few kits on the building board here in SA that will come out of the woodwork in the next month or two and I will save those for the next newsletter.

Here's hoping for a safe and fun year to be had by all!

Talbs

Wine country wrap-up

How well do you know Richo?

What is your name and position (if applicable) in the ASAA?

Steve Richardson – ASAA President. Have held the position of National CD, Secretary and Newsletter editor on previous occasions. I have been lucky enough to have been on all the ASAA committee's since the ASAA started. Some would say I have been there too long.

What/who funds your flying addiction (occupation)?

Presently employed by Desert Aircraft Australia and MasterCard funds the rest.

What was your first plane?

Two-channel electric glider (it sucked), then a 46 size Cessna Trainer.

How did you get into flying?

My wife bought me the two-channel glider. So it's all her fault!

What is your favorite food?

I like all styles of food really, and will have a go at most things. I must say Ell's aren't a winner with me, but a Sunday roast with roasted veggies and gravy is always a hit!

Who would play you in a movie and why?

I would like to say Keanu Reeves,

Leonardo DeCaprio or some equally handsome looking bloke, but alas the bathroom mirror tells a whole different story, and besides their teeth are far too straight! So who could it be? It wouldn't be Marcell Marseau, he could keep his mouth shut! Adam Sandler? He's not terrible good looking and is funny sometimes! Maybe Hugh Grant, he can be funny, and is a bit of a girl. But there was that minor problem he had with a young lady (loose term). So my pick would be Ewan McGregor! He hasn't got a head like a busted bum, he is Scottish (where I was born), and he can ride a motorcycle (not as good as me). Bend his teeth a little and the job's his!



Let's get to know Norm

What is your name and position (if applicable) in the ASAA?

I have been called by many names but on my birth certificate I was named Norman John Brislin - I prefer to be called by the shortened form of my Christian name 'Norm'. I was nominated for the position of ASAA Secretary in 2007—a position I will hold until the end of this year.

What/who funds your flying addiction (occupation)?

My 'flying addiction' is watching, supporting and enjoying my son, Chris, achieve the goals he sets himself in flying IMAC and Free-style. I have a tremendous amount of respect for all our members—whatever class—who go out and fly aerobatics.

What was your first plane?

Chris has just built me my first plane, an electric 'Old Timer' made from 6mm Depron. I love it—it is slow, graceful, stable—and almost crash proof—but can only be flown on extremely calm days. I will never get to the level of our aerobatic ASAA members.

How did you get into flying?

Chris has always encouraged me to fly but until this year I have not had the urge to take up a transmitter. The Old Timer is just my kind of airplane and I now can't wait to get the transmitter out on a calm day.

What is your favourite food?

I love food and my waistline is testament to that. Do I have a favourite? Everything that passes my lips is a favourite.

Who would play you in a movie and why?

I love movies and DVD's but enjoy a movie for it's entertainment value—honestly I don't think I can identify with any of the characters of a movie specifically.



The last word

My wife always says that I have to have the last word, so here it is!

I just wanted to say thanks to all the contributors to this newsletter; the first of the year and my first as Editor. I know that you all have many other things to fill your time and I appreciate you getting involved and send through the stories and photos.

The newsletter will, hopefully, be published on the ASAA every two months and I invite all members to send through contributions to me for inclusion in the next issue. It

doesn't have to be the next New York Times bestseller or a War and Peace epic saga-it just has to be interesting!

If you are a new ASAA member, it would be great to hear from you—we are featuring member profiles throughout the year and new members are always a good subject for the 'Let's get to know...' questionnaire!

Enjoy and happy reading

Ed. (aka Matt de Marco)

Do you have something interesting to contribute to the next ASAA newsletter?

Do you want a particular issue covered?

Do you have questions about the ASAA, flying, rules, planes or life that you want answered?

Email your stories, ideas and questions to the Editor at: xix19@bigpond.com

