



Official Newsletter of the Launceston Model Aero Club Inc.
PO Box 1204 Launceston 7250

www.lmacrc.com

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Prop Torque

From the President

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Hello fellow members.

I am pleased to welcome our readers to another edition of Prop Torque, the first since the AGM. Although I said in the last newsletter that I would not be standing for re-election, I had a change of heart, deciding that it wasn't such a bad job after all, although the pay is lousy! Elsewhere in this issue our esteemed Secretary will provide a details of the outcome of elections for committee positions.

While on the subject of Prop Torque, it should be made known that the Committee is looking for a volunteer to take on the role of Newsletter Editor. While the Committee has taken responsibility for this issue, we need someone to step forward to take it on. The work is not rocket science, not is it time consuming. How so, you ask? Well the days are long gone when the Editor (or Editors; we have had some notable husband-and-wife teams) did all the writing, printing, licking of envelopes and stamps, and struggled to the post office with bags of finished newsletters to

post. The present scientific, modern and thoroughly up-to-date procedure is: the Editor receives, by email, the regular columns from the President, Secretary and Contest Director (or his/her agent), together with any incidental contributions including photos from the members at large. These items are then pasted into a "template" with nice borders, and so on. It is then edited by the Editor. The final copy is sent to our Webmaster (George Carnie) who converts it to a pdf file and uploads it to the Web. George also emails copies to the members on our email list. The Secretary posts printed copies to those without Internet access. So after all that, you can see it is no longer a difficult job; the Committee does most of it for you! So how about it, "think not what your club can do for you, but what you can do for your club". I leave you in the hands of your conscience!

Not a lot to report since the last newsletter. It's a good time of the year for building, however, with long evenings allowing you to get a decent bit of work

done. Even if you are an ARFer, there is plenty of time to cruise the Internet to check out the latest offers and bargains. Recently I decided to get involved in one or two forums on the Internet, one being RC Groups, <http://www.rcgroups.com>. There is something for everyone there and I personally find it beneficial to exchange views with other people sharing similar interests. I'm presently involved in the Vintage and Radio forums. It's interesting to me to see just what a range of skills and depth of knowledge some people have. To give you a simple example, I was about to solder some thick copper wires to bullet connectors for my new model (Electrician). I had not used these connectors before, and I was a bit worried that the heat from my large soldering iron might weaken the springs that provide the contact force when the connectors are pushed together. At that point I went on to the web site and searched for information using the keywords "solder" and "bullet".

Continued

From the President continued

Well, I got plenty of information, including ideas on how to keep the springs cool. So I went back to do the job and it turned out fine. It gets my vote!

As a follow up from last column, the peanut scale "Ganagobie" has flown. After finally getting it trimmed, it was most satisfying to see it do two or three circuits in the PCYC basketball court, then land gently under reduced power. Not sure when I'll build another peanut scale model as it was very fiddly, but it was a great experience.

By now you will all have heard that we are to keep out of the paddocks that have been sprayed. The rules are simple: keep out of any paddock that has a sign on it saying it has been sprayed. If anyone is caught trying to retrieve his model without going through the correct procedure, he runs the risk of losing access to the Symmons Plains property, *by order of the landowner*. Please make sure you do the right thing by the people trying to make a living there, as well as by the club, thereby ensuring that we retain the privilege of flying at Symmons Plains.

I look forward to seeing you at the flying field

Gerry

For those who are wondering (like me), this is what a Peck Polymer "Ganagobie" looks like. This is the rubber powered version and it has a 13" wingspan.



And here is a picture of what the "Electrician" looks like. >>>>>>>>>>

Can't wait to see it at the field Gerry!

George

PS: If anyone has any articles, pictures or items for sale, please email them to me at george@thecarnies.ws and I will include in the next magazine.



From the Secretary

Geoff Hays: 6326 7967 / 0408 559 606

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Hi All,

Here we are again at the start of another membership year, the AGM's are now behind us and we move forward into another year.

The State AGM was well represented on the 1st of June and only 2 clubs in the state were not represented, one of these being Southern Model Sailplanes which has now become defunct due to failing membership.

But the baton has now been picked up by a new club that being the Tasmanian Aero Modelling Academy that has their operations based in the south around the Sorrell area and now has become part of the TMAA.

Our own AGM was well attended and all the positions that were becoming vacant have now been filled. Our President Gerry had reconsidered his position re standing due to some change in his personal circumstances and was re-elected as President, Kevin Hay was re-elected again and our new committee member is Terry Pearson a long time member of this club and we welcome him back onto committee, he has served before.

I would remind all who have not as yet renewed their subscriptions to either do ASAP or let me know of your intentions please.

We have received quite a few back as we write and it is pleasing to welcome a new member to our ranks and he is Peter Fergusson who has moved to Tasmania from the mainland and is now at present working here with his family, we welcome him as he comes among us to continue his sport of model aviation.

What a coincidence we are soon to lose Andrew and Robin interstate and we have now some one moving in this direction.

As we did agree that the club generally wished some form of events to take place and we have agreed on a basic calendar of events which is enclosed with this issue of Prop Torque for your information, there is the possibility that there may from time to time be some form of an event put forward on a regular club day as an extra if felt needed or enough interest to have one.

It must be pointed out just because there may be an event listed it does NOT mean that the field is tied up and no one else can fly, That is not the case at all, there will be plenty of time allocated for all who wish to have a fly may do so. So do not let that stop you from coming on an event day and sharing in the club atmosphere around a BBQ each contest day, and also

on club day the 1st Saturday in each month.

The other positions that needed to be filled are contest director and newsletter editor. We are pleased that Chris Klimeck has agreed to undertake the role of CD, so please members give him your support this is not an easy task.

The other task is that of Newsletter editor and that is not an easy position to fill and remains vacant for the present, we would welcome someone to put up their hand for this as it can be quite rewarding as you get into it. I do not feel that it should be left to someone who has more than enough on their plate to do for the club (like myself) and or George or Gerry, so lets hear it come from some one who does not have a job in the club to share their thoughts and skills with their fellow members.

Birthdays for this month are: our new member Peter Ferguson, Tony Gray, and Nara Tantemsapya, we would say all the best of wishes to each of you for your special day and the year ahead.

Continued

From the Secretary continued

Special Notice:

The property manager Mr Andrew Legro has advised us that toxic spraying of some of the property's paddocks has begun and in the interests of duty of care to those who are allowed to use the Symmons Plains property certain requirements are needed such as:

1. NO person for any reason is to enter any paddocks that have been sprayed.
2. Signs will be placed in a prominent position advising which paddocks have been sprayed and NO entry is permitted.
3. If a model lands/crashes in an effected paddock-
 - a. The owner may contact Andrew Legro, whose mobile number will be shown on the displayed sign. He has indicated that he is always contactable.
 - b. If possible Andrew will make himself available to retrieve a model.
 - c. If he is unavailable, the model must remain in the paddock regardless of the value of the model.
4. If in doubt about the status of any paddock, DO NOT ENTER, contact Andrew.
5. It is your responsibility to thoroughly check that no sign exists before entering a paddock.
6. Andrew has advised that if anyone is found in breach of this order, they will be escorted from the property and a ban on future entry may be imposed.
7. This order is for you own safety and is a requirement of the property's health & safety program.

Well that is about it from me for now, but I leave you with this thought;

Success keeps moving on and failures are only temporary setbacks.

AS always happy landings all,

Geoff.

To prove how friendly our instructors are, take a look at the photo on the right that shows our mid week instructor, Max Wiggins, making sure new member Peter Riall doesn't feel too cold by wrapping his arms around him. Or maybe Max is feeling the cold!



MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.

Newsletter

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Introducing the MAAA Vice President Paul Winter

Having been elected as the Vice President of the MAAA at the Federal Conference held in Hobart over the weekend of May 24-25, the purpose of these few paragraphs is to introduce myself and tell you a little about myself.

I have three loves in my life, the Salvos, my Family and anything that is Aviation. I recently retired after 42 years as a Minister of Religion with the Salvation Army; I have been married 41 years, have three children and two grandsons.

I have been flying model aircraft for fifty-one years. I started flying Control Line and progressed to Radio Control; with the main interest for the past fifteen years scratch building and flying large scale models. I had always wanted to be a pilot but had this problem with heights, and as this dream never eventuated, I have been able to find satisfaction by being able to build and pilot the planes of my dreams with two feet planted firmly on the ground.

I believe in competition, for by it the building and flying standards increase, but I'm afraid I have not been able to enter as many competitions as I would like as they are mostly held on Sundays.

I believe that if more youth of today took up the hobby of aeromodelling, there would not be the problems that are associated with them today, as it teaches discipline and responsibility. There is nothing like the thrill of seeing a young person go from complete novice and then to unplug the buddy lead and have them fly rings around the old instructor within a few flights of being cut loose.

I count it a great privilege to be able to serve you, the modellers of Australia on the MAAA Executive.

Manual of Procedures

The Manual of Procedures is a “live” document and is continually being updated. Please check the MAAA web site from time to time to ensure that you are aware of the latest editions of the documents.

MAAA Fees for 2008/09

The MAAA Council set the MAAA fess for 2008/09 at: Seniors & Pensioners \$60.00 and Juniors \$30.00. These figures show the Senior and Pensioner fee reduced by \$10 from last year’s fees. This was due to a reduction in insurance costs. Members can claim part of the credit for the reduction, as a result of our good safety record. State Association and Club fees are in addition to those set by MAAA.

The MAAA Council maintained the Commercial Instructor fee at \$50.00. For those interested in becoming a Commercial Instructor, MOP023 will provide all the details.

The Public Liability excess payable by the member on all claims was also left unchanged at \$250.

62nd Nationals

The 2009 Nationals are being hosted by the NSW Associations and will be run as a ‘split’ event. **Control Line and Free Flight** are to be held at Albury NSW from 28 December 2009 to 3 January 2009. There will be no registration day. Registration and late entries will be processed prior to each event at the event site by the Contest Director. Full details can be found on the MAAA web site www.maaa.asn.au

Radio Control will be held over the Easter period from 12 April to 24 April 2009 at the MAS NSW State flying field at Cootamundra.

2.4GHz Equipment

The 2.4 GHz band is used throughout the world. However, the specifications for the equipment vary from country to country. Because of this, it is impossible to be certain just by looking at a product that it meets the Australian regulations, which in many cases are more stringent than that applying in other countries, including the USA. The MAAA requires that all equipment used under its procedures complies with Commonwealth legislation as administered by the Australian Communications and Media Authority (ACMA). The best way of assuring this, is that the equipment has a C Tick compliance mark applied by either the manufacturer or the importer, otherwise it is the user’s liability. If a radio has a C Tick, the manufacturer or importer is taking the responsibility that the equipment complies with the Australian regulations and they are legally required to hold documentation to prove it. This has to be available for audit by the ACMA. If the equipment does not have a C Tick, then it is the individual responsibility of the user to have documentation to satisfy the requirements. If the circumstances arose to test whether the documentation held by the individual is adequate, this would ultimately be tested by a Court of Law. The MAAA cannot operate as a legal practice and so unfortunately cannot give individual legal advice on whether any particular situation complies with the Australian Federal Laws.

Team Trials

All MAAA affiliate members are eligible to represent Australia at World, Continental and Trans Tasman Championships. Trials for places in the teams are organised by MAAA Technical Subcommittees or National Special Interest Groups (NSIGs) which are required to publish details of team trial arrangements as widely as possible, well in advance of the trials, so that all interested members have the opportunity to take part. Your State Association Secretary has contact details for your Subcommittee representatives and NSIGs. The MAAA web site has links to NSIGs and also details of up-coming events and team trials, on the "Championships and Other Competitions" page.

Team Trial Notification

Organisers of Team Trials for World, CAOCC Championships and Trans Tasman events are reminded of their responsibility to advise the MAAA Secretary of the dates of intended team trials a minimum of six months in advance. MOP024 clearly states the procedure. This is to give all members adequate notice.

F3C Helicopter Team Trials

The team trial for the 2009 F3C World Championships will be held in conjunction with the Victoria State champs to be held on the 29-30th November 08. This will be at the MRCHA field.

F3D Pylon Team Trials for the World Championships Germany 2009

Notification of team trials as follows:

- 26/27 April 2008 at Cohuna Victoria (Concluded)
- 7/8 June 2008 AMPRA Champs in Maryborough Qld (Concluded)
- Aug/Sept 2008 - either Qld State Champs or Vic State Champs

Incident and Investigation Forms

Both these forms need to be submitted as soon as possible following a significant incident even if it is considered that there may not be an Insurance Claim. If the incident is of a serious nature or third party property has been damaged, even before the reports are sent, please advise the MAAA Secretary either by phone or email with the basic details. **Ensure that the two forms are completed** and forwarded to the MAAA Secretary who will forward copies to your State Secretary.

An Incident Investigation form containing details of the steps taken by the club to prevent further incidents of the same nature, not only allows the MAAA Executive to 'close out' the incident, but hopefully enables all modellers to gain knowledge and generates the more general application of increased safety awareness at all levels. In a recent incident a model went into 'fail safe' most probably due to the glow driver being left attached. The operator of the model now recognises that, had a fail safe parameter been set, which could have been easily done as the model was operating on 2.4GHz, this could possibly have saved damage to a vehicle and the model. If your radio has a failsafe capability it is very important that you know what it is set to.

There are different views on what is best for the control surfaces and none are perfect for every situation. If your club has a rule then you should follow that or just decide what you think is best. The most important thing is that the fail safe position for the throttle is not full power. This can happen if you do not set it up yourself particularly if you have used servo reversing. When the fail safe operates the engine should either go to idle or stop.

The MAAA supports the '**Model Expo 08**' which is a showcase of everything that encompasses plastic modelling. This is an annual event held this year at the Sandown Entertainment Centre, Sandown Racecourse, Princes Highway, Springvale Melbourne. (Map 80 ref C10) on 28 – 29 June. **Model Expo 08** covers all categories including aircraft, military AFVs, civil vehicles and figures. Please contact Ian Vale (03) 9873 4256 for more information.

World Championship and Trans Tasman Events Calendar

2008	
EVENT	Information
F1 Trans Tasman	Narrandera NSW (Complete)
F2A, F2B, F2C, F2D	France – Landres Dates: 28/07/2008 - 04/08/2008 Website: http://www.f2cmbl.org
F3J	Turkey – Akyazi Dates: 27/06/2008 - 06/07/2008 Website: http://www.soarist.com
F4B, F4C	Poland - Wloclawek Dates: 11 – 20 July 2008
F5B, F5D	Ukraine – Kiev Dates: 14/09/2008 – 21/09/2008
F3A Trans Tasman	Australia Dates: 25 – 27 April 2008
F3A Asia-Oceanic	Chinese Taipei Dates: 08/10/2008 – 26/10/2008
F3C Asia-Oceanic	Philippines- Cebu Dates: May 25 – 30 2008
F4A Trans Tasman	Richmond NSW Dates: June 28 – 29 2008
2009	
EVENT	Awarded to
F1A, F1B, F1C	Croatia
F1E	Germany
F3A	Portugal
F3B	Czech Republic
F3C	USA - Muncie
F3D	Germany Dates: July 20 – 26 2009
2010	
EVENT	Bids From
F2A, F2B, F2C, F2D	Hungary - July
F3J	France Dates: August 14 – 22 2010
F4B, F4C	Poland
F5B, F5D	Offers Invited
Space Models	Serbia
F3A Asia-Oceanic	Austria
F3C Asia-Oceanic	Romania

Events Calendar for 2008-09

July 5th	Club Day
July 19th	F/F 9.am----- Old timer ----- 11.am
August 2nd	Club Day
August 16th	F/F 9.am----- Old Timer ----- 11.am
September 6th	Club Day
September 20th	Electric Glider ---- ----- 1.pm
October 4th	Club Day
October 18th	Thermal Glider ----- 1.pm
November 1st	Club day
November 15th	Club Pattern ----- 1.pm
December 6th	Club Day
December 20th	Fun Fly Family day ----- 10.am onwards
2009:	
January 3rd	Club Day
January 17th	Scale Day ----- 10.am till 2.30 pm
February 7th	Club Day
February 21st	Thermal Glider ----- 1.pm
March 7th	Club Day
March 21st	Electric Glider State Championships – 10.am
April 4th	Club Day
April 18th	Club Pattern----- 1.pm
May 2nd	Club Day
May 16th	Fun Fly Day ----- 10.am till 2.30 pm
June 6th	Club Day
June 11th	Annual General Meeting
June 20th	Scale Day ----- 10 am till 2.30 pm

Number of events by category:

Free Flight:	2
Old Timer:	2
Electric Glider:	2
Thermal Glider:	2
Pattern days:	2
Scale Days:	2
Fun Fly Days:	2
Club Days:	12