



PROP TORQUE

COMMITTEE:

PRESIDENT	Peter Kidson	6394 4380
V.PRESIDENT	Merv Cameron	6344 5614
SECRETARY	Gerry de Groot	6369 5284
TREASURER	Cliff Walters	6344 9931
CD	Geoff Hays	6344 1920
EDITOR	George Carnie	6398 2141
Committee	Andrew McEntyre	6384 1048

L.M.A.C., PO Box 1204, Launceston Tas. 7250



Greg Robertson with his recently acquired 1.8m span "Sapphire". Greg refurbished this model and it is fitted with a OS61XR with Hanno pipe using a 13.5 x 10 prop.

Official Newsletter of the...
LAUNCESTON MODEL AERO CLUB Inc.
VOLUME 12

MAY
2003

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CAPTAIN'S REPORT

Peter Kidson (03) 6394 4380
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Hello to all once again.

As most of you will know by now the Annual General Meeting was held on the 12 of May and by all accounts was a success. I would say however that the attendance was pretty low compared with previous years, why is that?.

Perhaps you can enlighten me.

The committee positions were taken mostly by those from last year with one exception and that is Cliff Walters. Cliff was elected to the position of Treasurer for a term of two years. So welcome Cliff.

The other members of the committee remain as:

President, Pete Kidson,

Vice President, Merv Cameron, (re-elected),

Secretary, Gerry De Groot, (re-elected),

Committee member 1 George Carnie (re-elected),

Committee member 2 Andrew McEntyre,

Committee member 3 Geoff Hays,
Treasurer, Cliff Walters.

I feel the committee last year did a great job and I'm pleased to see most of them remain. I'd like to take this opportunity to say thanks to Nigel Keefe for his input as treasurer for the past ten or so years.

This year as far as the insurance goes the MAAA at this point cannot give us a firm figure as to what the cost will be. It

was agreed by the TMAA at their last AGM to absorb the cost should

there be a change from last years premium, so for this year there will not be a forced increase in subs due to rising costs. Good news eh!..

My little funfly plane was a big success to say the least. Really slow flight, hovering (of a sort) and rolls so fast they cannot be counted, are just some of the features of this type of plane. It is at this point I have to say the thing got the better of me and it hit the ground at a fair rate of knots. Hmmm! Not as good as I thought I was. The plane named High Five, (and no it's nothing to do with the children's pop group as some members thought) is being repaired and should be back in the air very soon.

We are going to run a few more competitions this year. We've tried to cater for the competitions that were the most attended, 7 cell gliders and Pattern had the most attendee's last year so those have gone up to 5 comp's each. Free flight and Scale were also up in competitors from the previous year. In fact this comp was by far the best attended of all the comp's held last year and so we've increased those.

(Continued on page 4)

(Continued from page 3)

One issue dealt with at the AGM was that of Novelty Flyins. It was felt by some members that maybe these events should not be of a competitive nature but more of an all models day. That was fine by the committee and we will (in the words of Captain Picard) make it so. Basically they will run as a normal club day with BBQ. It will include however, a ticket for

each flight completed for each pilot and at the end of the day a ticket stub will be pulled from a hat and a prize awarded to the ticket holder. There will be NO competition run, just normal flying with everyday planes. So please turn up and have a go.

That's about it from me this time.

See you at the field.. Pete....

SECRETARY'S REPORT

Gerry de Groot

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Hello All.

Well, here we are again for another term as Secretary, after being re-elected at the AGM.

Committee Meeting

First, here are some items from the Committee meeting held on 12 May:

Membership: Elsewhere in this issue you will find a list of current members who were financial as at 12 May, the date of the AGM. While we had 43 members as at 31 March, current membership stands at 32, made up of

- 18 Senior members
- 5 Pensioner members
- 1 Junior member
- 7 Social members
- 1 Associate member

If you are intending to renew, please do

so promptly; remember that you will not be covered by insurance after 30 June.

Annual Dinner: The Dinner will be held at the Riverside Motor Inn on Friday 6 June; time is 6:30 for 7:00. See you there!

Insurance: At the recent TMAA AGM, the Affiliation Fee was set at \$80 for Seniors (and Pensioners) and \$40 for Juniors. The good news is that the TMAA will absorb any increase in insurance costs this year, meaning that all Tasmanian clubs are effectively insulated from insurance rises for 2003/04. Thanks to our delegates, Geoff Hays and Andrew McEntyre, who gave up their Sunday to attend the meeting. If you would like more information about the TMAA AGM, call me and I will send you a copy of the minutes.

MAAA Newsletter: Elsewhere in this issue you will see a copy of the latest MAAA Newsletter (No.1). The Heavy Model rules have been finalised and a permit is required for models between 7 and 25kg. *Models over 25 kg will not be permitted by the MAAA.* So, until the rules are changed, we will not see the monsters that are regularly flown in Europe and the US. Another interesting one is that 27MHz, so long abandoned because it clashed with CB Radio, is once again permitted, albeit with restrictions (electric only, flying weight under 0.5kg, battery not over 9 volts and no operations on Channel 6). 50kHz channel spacing will apply as before. While approved by the MAAA, the use of 27MHz will have to be approved by individual Clubs before flying on this frequency. More on that in the future.

Annual General Meeting:

The LMAC AGM held on 12 May was low key, with only the Treasurer's position changing hands. Nigel Keefe has done an excellent job in this position for three terms (six years) and I would like to thank him for his contribution to the Club. (Now Nigel will have at least one night free every month, so that we'll expect to see the balsa chips flying and new models taking to the skies very soon!) The new treasurer is Cliff Walters and I look forward to working

with him on the Committee.

The possibility of changing the Club year from 31 March to 30 June was discussed. Due to the decision of the TMAA to insulate clubs from fee rises, the change will not be necessary.

The training of new members was discussed together with how to attract youngsters (those under 30?) to the hobby. This will be pursued by the Committee at a later date.

That's all for now
Happy (and safe) flying.
Gerry de Groot



From the Editors

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Hello to all.

This is the start of another term for Kerry and I as editors of your magazine. Yes your magazine. We don't get a lot of feedback about the magazine except for the occasional "liked the cartoon" or "thanks for the photo". It is your magazine so why not contribute to it's content. It's not always easy filling all the pages, searching magazines, the web etc to include something of interest. So come on, convert all that chit chat at the field into an article and send it in.

I heard that Dave Jacobs has had a stint in hospital. Hope your feeling better Dave and see you soon at the field with your new Chester Jeep!

Jacques has been playing "show and tell" with his new Graphite F5J electric model. We're now waiting for the test flight. Should be interesting if he can find a helper strong enough to hold it in one hand ready for launch.

7 Cell—you don't have to be mad but it helps—who else would fly in a competition with the rain pouring down, Kerry holding an umbrella over my head and Cliff throwing a cover over my transmitter to keep it dry.! Thanks for the help but it didn't improve my scores on the day. The new rating system should encourage more newcomers to 7 cell. It is an exciting competition and I am

advised it's the fastest growing discipline in our hobby. Now with a basic system you can compete and win without having to pit your speed 600 model against the brushless speedsters. I know a few of you who have 7 cell gliders collecting dust. Now's your chance!

A few of us are participating in the AEFA (Australian Electric Fliers Assoc'n.) 7 cell postal competition. Pretty informal process wherein we fly on the 2nd or 3rd weekend of each month 3 rounds and submit our scores to the AEFA. At the end of the year there are prizes for the winners. You must be a member of AEFA to participate but at \$20pa and a monthly colour magazine to boot, it's good value.

Li-Poly Cells—Some exciting news about these cells. A new brand E-tec, are proving that these batteries continue to improve.

Check out http://www.aircraft-world.com/prod_datasheets/lipoly.htm

for all the information.

Until next month..

Put a spark in your life—Fly Electric—George & Kerry

PS—Thought we'd give you a splash of

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OS 10LA	\$104
OS 15LA	\$124
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OS 40FX	\$190
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OS 91FX	\$445
OS 140RX	\$865
OS 160FX	\$605

4 STROKE

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MAGNUM 54	\$335
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OS 30	\$321
OS 40	\$369
OS 52	\$390
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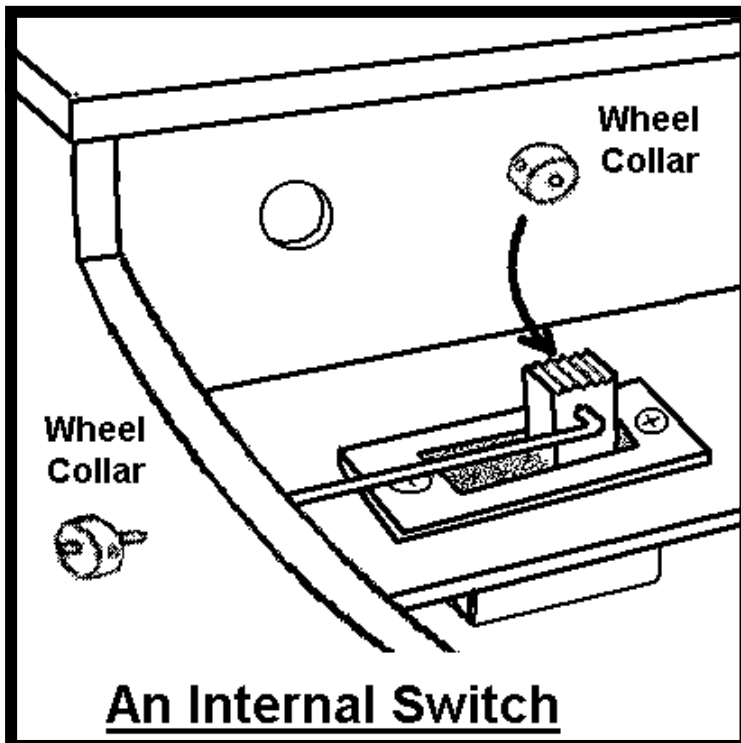
Helpful Hints

INTERNAL SWITCH

Mounting your receiver switch internally isn't too tough - here's one way. Just put in a piece of lite ply to mount the switch, drill out the hole in the switch as necessary to insert a piece of 1/16" music wire, and secure with 1/16" wheel collars.

Why mount the switch internally? Looks, mostly, especially for a scale model. Also there is less chance that an internal switch will get dirt, water, or fuel in it.

Note: Most modellers will mount the switch such that its OFF pushed in, and ON pulled out. This lessens the chance that bumping it during handling will inadvertently turn the switch on, and run down your batteries.

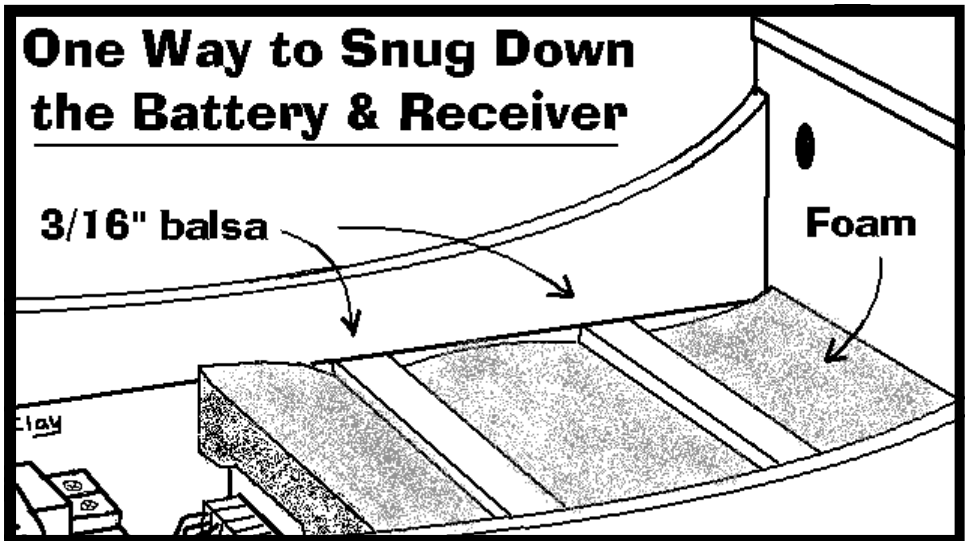


Keeping the Goodies in Place

Most kits show you about where the battery and receiver should go in your new airplane - but they don't tell you how to KEEP them there. You want them well packed in foam, so that they don't bang around inside your plane.

Here's one way to do it. Using light foam, sandwich the items between two layers, so that the foam sticks up past the wing saddle reinforcement a bit, but can be pushed below it. Use two or three sticks of 3/16" balsa or lite ply for crossbars - push and turn them so they wedge in. You could also glue in a couple of rails to wedge the crossbars under as necessary.

The foam will hold the crossbars firmly in place, the crossbars will hold the receiver and battery in nicely.



WHEN YOUR PLANE TRIES TO TELL YOU --

-by Clay Ramskill

Once upon a time your author had a new pattern plane. On the first few days of flying it, everything was fine. But one day, on the first flight, it required several clicks of down trim (odd...) after take off -- and after each turn or manoeuvre, the pitch trim would be off again (VERY odd...). Only when it took full down stick to fly inverted (JEEPERS!) was your author smart enough to realize something was wrong.

After landing, the problem was obvious: I had not bolted the wing to the fuselage!

But the plane DID "try to tell me"; I just wasn't listening. Only new, tight-fitting wing dowels had saved the plane from destruction -- it certainly wasn't the pilot! Recapping later, I thought of a number of things that would have caused similar symptoms: servo or servo tray loose, bad servo centring, broken elevator hinges, loose control horn, et cetera. The point is, ALL of those things are BAD! And with the plane not behaving properly, WHY did I keep flying??

Just suppose you're getting an occasional glitch from your radio; something that doesn't normally happen. This could be an antenna problem; it could be metal-to-metal vibration causing home-grown

interference, or a loose crystal. Will any of these get better while you keep flying? And speaking of vibration, what if you start hearing it in the air? It's your plane talking to you -- loose muffler, engine mount, worn wing dowel holes, loose cowl mounting. Again, such problems don't get better, only worse.

One more example -- this has happened to all but the most careful pilots. Your engine goes lean and sags at the top of a loop. It's TELLING you that the mixture is too lean. But you don't listen and keep flying; a minute later, while doing another loop, you're suddenly dead stick!

The sky gods know -- we have enough problems that pop up suddenly, and we don't have any opportunity to prevent them. Other times the plane "tells you" that there is, or will be, a problem. Unless you really enjoy repairing or rebuilding -- LISTEN! Cutting a flight short to check out a possible problem is much quicker (and vastly cheaper) than building another plane!

Contest Directors Report

Geoff Hays

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Well the new contest year has commenced on Sat 17th May with a 7 Cell Electric Glider event. This saw 5 contestants coming to do battle on a somewhat cloudy day with a little bit of breeze, then a little rain, and then a period of dead calm.

All went very well and some minor damage sustained to two models; Jacques a cracked fuselage, when the airbrakes were nowhere to be found when he needed them. However a hurried repair with some yellow packing tape supplied by Cliff allowed Jacques to continue on. Greg a possible stripped servo on the 2nd last round.

Talking about Greg he certainly was trying very hard to make the spot on one occasion and was travelling a bit too fast when the wing hit the ground, spinning the model around and it actually slid backwards away from the spot for a little way. Greg went on to take 2nd place behind Jacques with Kerry coming 3rd, yours truly had a go in this event for the first time, and whilst I did come last (*this time*) it is only early days and one must with diligence improve one's performance surely, but at least I did take home a model intact to fly another day, which was much better than last weeks effort when a suspected battery pack sent my AT 6 Harvard solidly into the deck never to rise again. George did not fair any better when one wing tip came off in flight sending his high performance glider hurtling to the deck in a hurry, you can imagine what the result was. Anyhow that's aeromodelling and we all have to face the fact that all does not go well all the time.

Any how back to the 7 Cell event the scores are as follows :-

1 st Jacques Wakae	Best 3 rounds of 5	931 / 990 = 94.04 %
2 nd Greg Robertson	Best 3 rounds of 5	922 / 990 = 93.13 %
3 rd Kerry Gray	Best 3 rounds of 5	898 / 990 = 90.70 %
4 th George Carnie	Best 3 rounds of 5	871 / 990 = 87.97 %
5 th Geoff Hays	Best 3 rounds of 5	707 / 990 = 71.41 %

Models flown by the contestants were -

	Model	Span	Motor	G/Box	Prop
Greg R	Excel 10 -	2 m	Mega B'less -		10x6
Jacques W	Excel 9 -	2 m	Hacker B40-7s B/L	4.4:-1	14x9.5
George C	Defender -	1.8 m	L.Gold Brushed	3:-1	13.5x 7
Kerry G	Excel 9 -	2 m	Mega Brushed		10x4
Geoff H	Albatross -	2 m	Speed 600		8x4.5

The next event on Symmons plains will be a triple header that is 3 events ,on Sat 21st June.

9.AM Free / Flight Power Scramble for 1 Hour, then move on to Old Timer at 10.30 AM, a duration event , which will be a set flight time and a successful strip landing, same as last Year.

Then after lunch about 1 PM we will have a club scale event for any scale model of a prototype air craft, this will be a low key contest but to make it a bit interesting it will be judged by a panel of three.

A static score out of 10 by the judges for how the model is presented will be made, no special drawings or details will be required but just present your model in the best way you can.

Then apart from takeoff and landing you choose 4 different manoeuvres to perform in the flying rounds, these can be as easy or hard as you wish to make them so long as the proto type which you are representing could do them. For instance one could be straight and level down the strip.

I would hope to see quite a few at the field on that day if last years triple header was anything to go on , about 30 people were there during the day and we had some members from other clubs as well, it was a great day.

You will receive with this issue of Prop Torque your new contest calendar for the year just started , so how about giving it a go, we have great days at the field. You will notice there has been a change this year, we will not be having any fun fly's or novelty flyin's as we called them previous, they will be All Models Fly In and no scoring to be done, just fly for a prize as much as you want to on the day. Also it has been decided not to give points for away events, only those on our field, and the A.& B Divisions will be stopped.

Our annual trophy night dinner will be held at the Riverside Motor Inn on Friday 6th June, 6.30 for 7pm, the menu will be off the dining room board so everyone can have as little or as much as they wish. If you have not yet indicated to attend, please let Peter, Gerry or me know by Tues 3rd June.

Well that about wraps it up for me for now, so as always ,

Happy Landings All.

Geoff C.D.

**MODEL AERONAUTICAL
ASSOCIATION OF AUSTRALIA INC.**

Newsletter

N O . 1 / 2 0 0 3

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Centenary of Powered Flight

As we all know 2003 is the centenary of the Wright Brothers first flight. The Avalon air show highlighted this celebration and considering the importance of the date it is an opportunity that modellers can use for a celebration and membership drive.

Why not get your club to start organising a celebration flying or contest. Due to the centenary, newspapers may be more cooperative in giving a bit of promotion.

The M.A.A.A. is the members and to have a healthy association we need a steady growth in membership. We tend to lose quite a few members each year and therefore we need new blood. Our numbers have been increasing over the past years, but only slowly. Last year we very nearly made the magical 10,000 mark. We finished the 2001/02 year with 9,995 up from 9,604 the previous year.

Why not make 2003, the centenary of flight, the year you encourage a person to get into aeromodelling. Maybe you call up a friend who has dropped out of the modelling scene and encourage them to get back into it. Let's crack the 10,000 this year.

2003 M.A.A.A. Council Conference

The M.A.A.A. held it's Annual Conference in Melbourne over the weekend of February 21, 22 & 23. There were many important decisions made at this meeting and these will be explained in this and subsequent M.A.A.A. Newsletters.

Elections.

The Council held elections for President and Technical Secretary. Mike Close and Theo Merrifield were the presidential candidates with Mike being re-elected for a further three-year term. Congratulations to Mike for his re-election.

The position of Technical Secretary was also up for election. With Peter Harris not nominating only one nomination was received. This was from Fred Adler, the A.W.A. Secretary. Fred was appointed M.A.A.A. Technical Secretary for the next three years.

Fred has been involved in aeromodelling both administratively and competitively for many years and I am sure his experience will be a great help to the Executive.

The retirement of Peter Harris ended eight years as Technical Secretary. Peter's experience and knowledge of matters modelling is very extensive and valuable to the association. His retirement will be a loss to the Executive. Peter's experience will not be fully lost as he is continuing on as the M.A.A.A. Chief Flying Instructor.

Peter's involvement in aeromodelling has been considerable, with involvement at the highest level in his State Association as well as assisting to run Nationals. In recognition to his extensive contribution to aeromodelling in Australia the Council awarded him Life Membership of the M.A.A.A., an honour that was very much deserved. We all congratulate Peter on this honour. Without dedicated and energetic people like Peter the M.A.A.A. would not be the Association that it is today.

Hall of Fame

On the subject of honours, NSW junior member, Hugh Simons, was inducted into the M.A.A.A. Hall of Fame at the Council Conference for winning the world junior F2A (C.L. Speed) in Germany last year. This is a fantastic effort and we are all very proud of Hugh's achievement and congratulate him on the honour of being inducted into the M.A.A.A. Hall of Fame.

Approved Aviation Administration Organisation (A.A.A.O.)

M.A.A.A. has been advised by C.A.S.A. that we are recognised as an Approved Aviation Administration Organization. This means that we now are more responsible for the administration of model aviation in Australia under the requirements of the new CAR (1998) Part 101.

To enable us to effectively administer model aviation we have written, and are continuing to write, procedures that effectively describe various responsibilities and processes that will assist the administration role. The procedures will be contained in the new M.A.A.A. Manual of Procedures.

The procedures that were approved by the 2003 Council meeting are now in the process of being formalised before having them printed and distributed to the State Associations. It is envisaged that the Manual of Procedures will be placed on the M.A.A.A. site in the near future.

Heavy Model Permit to Fly

The new C.A.S.A. regulations removed the Commonwealth requirement to have models with a mass in the range 7 to 25Kgs inspected and issued with a Permit to Fly. The matter of whether the Permit to Fly system should be retained by M.A.A.A. was examined by the M.A.A.A. Heavy Model Sub-committee.

The Sub-committee tabled its' report at the 2003 Council meeting and they decided that the inspection and issuing of Permits to Fly for aircraft in the mass range of 7 to 25Kgs be retained. As the requirement for a Permit to Fly is an M.A.A.A. requirement, Affiliate Members should not fly aircraft in this mass range without a valid permit. To fly without a valid permit would most probably result in no insurance coverage by the M.A.A.A. policy.

If you are considering building a model in this mass range please contact your State Secretary for advise and the names of Heavy Model Inspectors in your area.

Under the new C.A.S.A. regulations model aircraft up to a mass of 150Kgs are allowed. The M.A.A.A. Heavy Model sub-committee recommended that, at this stage, models weighing more than 25Kgs are not be permitted under MAAA control, as the M.A.A.A. Inspectors do not necessarily have the expertise to inspect heavier aircraft than this. The Council accepted their recommendation and therefore the M.A.A.A. does not allow models of this size to be covered by our insurance policies.

27 MHz at M.A.A.A. Flying Fields.

The Council also considered the use of 27 MHz the control of model aircraft at our flying fields. This has not been allowed for many years due the possibility of interference from CB transmitters. Whilst this still exists, the number of CB sets using this frequency band has reduced over time. After detailed consideration the Council decide that 27 MHz could once again be used but with strict requirements. These are included in a new policy document, which will be available on the web site.

This approval only applies to models that are electric powered weighing no more than 500g and having a power source of no more than 9 volts. The only approved model frequencies are those that are not used by CB radio. These are Channel 1-26.995 MHz, Channel 2-27.045 MHz, Channel 3-27.095 MHz, Channel 4-27.145 MHz, Channel 5-27.195 MHz. However, Channel 6-27.255 MHz is not permitted because it is on a frequency used by CB radio. The radio equipment used shall be capable of inter-

operating at 50kHz frequency spacing. All normal M.A.A.A. disciplines including club membership, flight line/ frequency control, and flying areas apply. Acceptance of the use of 27 MHz is not automatic and clubs have final discretion as to whether to allow it at their flying fields. Clubs that agree to the use of 27 MHz are required to have a frequency control system. A Silvertone© type system is preferred but, as there is no requirement for a bandwidth sensitive system, an alternative of a board with a peg for each frequency, which is removed and placed on the antenna of the transmitter when in use, would be acceptable.

The procedure also provides guidance that includes that interference could be present from CB radios and radio controlled toys on 27MHz, and that because of this Clubs who allow its use should review the operation of 27 MHz equipment from time to time

10kHz Frequency Spacing

The Council also approved the Frequency Directive Issue 5 for use. This allows the use of transmitters operating at 10kHz spacing. However it imposes restrictions on this that must be followed. Because of space limitations fuller details will be published in the next Newsletter. However any one that wants to take advantage of the opportunity should download the information from the M.A.A.A. web site. Some of the requirements include that it is optional at both a club and individual level, a Silvertone© metric keyboard is mandatory, radios, which include the transmitter and each receiver operating at 10kHz spacing, must be certified every year, that testing stations have to be specifically approved to test to the new higher standards. There are operational restrictions such as the use of controlled flight line layouts which have to be in place. Following these requirements is essential for both clubs and individuals that want to use 10kHz spacing

Frequency Synthesised Radio Control Equipment.

Equipment of this type is starting to become available in Australia and its use is likely to increase dramatically over a very short time. Transmitters of this type do not use a specific crystal to determine the operating frequency but it is set by switches or similar means on the transmitter. The Frequency Sub-Committee has produced a procedure to enable them to be safely used at our fields as well as saying how Testing Stations should certify them. Council approved it. Any one involved with the use of these should get the full information from the M.A.A.A. Web Site. The key principle is that they should not be allowed to transmit until the specific frequency has been reserved on the keyboard, as is the case with a crystal controlled transmitter. Because of the possibility of mistakes being made due to lack of familiarity with the new technology those who get this equipment have to be more than normally careful to ensure that they know what is required and then follow it.

You Might Be An RC Modeller If.. (Final)

How many were you??

- You can program a multi-plane 9-channel computer radio but can't figure out your VCR.
- You claimed your MAAA dues on your income tax return.
- Your latest plane cost more than your wife's dishwasher.
- ... You have a dog-eared airplane magazine in your bathroom.
- ... You know what the term "Dumb-Thumb" really means.
- ... You smell Windex and it reminds you that you need to clean your planes.
- ... Your wedding anniversary falls on a Fly-In weekend and you actually think about your choices.
- ... You can blow flies from your eyes out of the corner of your mouth and keep on flying.
- ... You think about checking the frequency board before operating your TV remote at home.
- ... You have complained about your wife forgetting something at the grocery store and you having to go back for it, yet you will drive 60 miles for a \$3 part to finish a plane for Sunday.
- ...It's September and you have already given your wife your Christmas wish list (with nothing but R/C stuff on it).
- ... You spend \$12.50 to buy your wife some costume jewellery earrings at a Swap Meet and \$362 for airplane stuff and figure everything is even.
- ... You crank your leaf blower and hold vertical and adjust the trim.
- ... You have enough scrap balsa to start fires in your fireplace.
- ... You use coat hangers and duct tape for anything other than hanging clothes and taping duct.
- ... Your transmitter has more computing power than a Pentium PC.
- ... You introduce your wife as your co-pilot or pit crew
- ... You consider a quality evening with the family consist of gluing and sanding.
- ...It's too cold to wash your wife's car but you decide to go flying.
- ... You wash your car or truck on Saturday and will drive through mud to get to the flying field on Sunday.
- ... You spend more time at the field working on your plane than flying it.
- ... You have fuel stains in the trunk of your car.
- ... You consider a Sunday picnic as a couple of hot dogs at the flying field.
- ... You consider the R/C club meeting as the month's social event.
- ... You spend \$475 at the hobby shop and question your wife's plans for a summer vacation as too expensive.
- ... You can balance your plane but can't balance your cheque book.
- ... You actually enjoyed reading these "You Might Be" jokes.



E-FLIGHT

RBC Kits

A4 Sky Hawk	\$180.00
A 10 Warthog	\$180.00
SkyRay	\$180.00
F-9 Panther	\$280.00
P-51D Mustang	\$180.00



RBC Kits "Sky Hawk"

Himark Cobalt Motors

Speed 400-11 turn & prop adaptor	\$125.00
Speed 400-14 turn & prop adaptor	\$125.00
Speed 480-11 turn motor	\$132.00
Cobalt 05 – 6 turn & prop adaptor	\$156.00
Cobalt 05-10 turn motor	\$156.00
Deans Ultra Plugs	\$7.00pair
Deans 2 pin small	\$8.80 pair
Astro connectors	\$ 12.50pair
Astro 3 pin connectors for Brushless Motors	\$14.00pair

Nick's Hobby Shop
 38 Giblin Drive Sorell Tasmania 7172
 Ph 03 62651332 fax 03 62 651481
www.ozeflight.com.au

CLASSIFIEDS *Free to Members!*

For Sale:

Aerobatic slope soarer "Super Ridge Runt". Unflown; selling to make way for other models.

Model has balsa-skinned foam wings, T-tail. Fuselage is nicely finished in white enamel with red trim. wings finished in white Monokote. All hinges are pin type for low servo drag. Wings are set up for independent aileron servos type NES371. Rudder and elevator are set up for NES331 servos, However, radio gear is NOT included. Skid and tow hook are fitted for towline launch. **\$150.**

See or call Gerry de Groot 6369 5284.

Coming Events



DATE	EVENT	DETAILS	TIME
June 8	Glider Day	Frog more	9:30 am
June 21	F/Flight/O/Timer/Scale	Round 1	9:00 am
July 19	Pattern	Round 1	9:30 am
July 27	Glider Day	Frog more	9:30 am

“**BOLD**” text denotes LMAC events

Contests to be on the days specified. If weather is not suitable, then the next day, Sunday. If that too is not suitable then the event is cancelled and we move to the next contest scheduled.

“Club Day” is the first Saturday in each month.
“Cafe Symmons” will operate each Contest Day and Club Day.
(Please come along to both these events. These are important fund raising events for your club . Ed.)

Candid Camera



A few starting problems and Merv is contemplating an electric conversion??

Probably not!

Merv, Geoff and Jacques watching over barbecue proceedings at a recent Club day.



Geoff Hays with his ill-fated Harvard.