



# PROP TORQUE

Official Newsletter of the  
**LAUNCESTON MODEL AERO CLUB**

P.O. Box 1204 Launceston 7250 [Website: lmacrc.com](http://www.lmacrc.com)

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## **Boeing tests battery-powered plane**

It had to happen. If you thought that electrics were only confined to those modellers who believe IC is a messy and noisy alternative to power their latest project, think again. We can now build an electric scale model that will be true to scale. Here it the start of a new era in aviation.



Boeing's battery-powered plane during its maiden flight.

Photo: *AFP* April 4, 2008 - 10:51AM

US aircraft maker Boeing flew a plane that was powered by a hydrogen battery at the start of 2008 for the first time in aviation history, senior company officials said in Spain on Thursday.

"For the first time in the history of aviation, Boeing has flown a manned airplane that was powered by a hydrogen battery," Boeing chief technology officer John Tracy told a news conference at the firm's research centre in the central Spanish town of Ocana.

The plane, which used propellers, flew at a speed of 100 kilometres an hour for about 20 minutes at an altitude of about 1000 metres using only the hydrogen battery for power, Boeing said in a statement.

The director of the Ocana research centre, Francisco Escarti, said the hydrogen battery "could be the main source of energy for a small plane" but would likely not become the "primary source of energy for big passenger planes".

"The company will continue to explore their potential as well as that of all durable sources of energy that boost environmental performance," he said.

Tracy said the development was "a historical technological success for Boeing" and was "full of promises for a greener future".

"Boeing recognizes that pollution represents a serious environmental challenge," he added.

Amid rising fuel costs and mounting concerns over climate change, airlines are keen to find ways to cut their energy bills and the pollution, which they emit.

Boeing's first new model in over a decade, the Dreamliner, used high-tech composites which reduces its weight and which the company says will make it consume 20 per cent less fuel than similar-sized planes already on the market.



Kevin at Bendigo pondering his next move in the competition

## Presidents Report

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**Hello Everyone.**

Let me start this month's column by saying that it is very satisfying to be able to report another well-attended event on our calendar, the Fun Fly which was held on 19 April. The weather was breezy, but otherwise very pleasant, and there was a good turnout of flyers and models. As is usual at these events, there was about an even split between ARF and built models, in a range of airframe sizes and engine displacements. The Fun Fly event certainly lived up to its name - we did a lot of flying and we had a lot of fun!

As well, my thanks to those that organised and helped with the lunch, which certainly added to the enjoyment of the day.

Also noted on the day were a few smaller sized models, the details of which were not recorded. But I was interested to see that they flew very well and it was a reminder to me that bigger models are not always better models, and that the smaller models are capable of delivering just as much fun.

Geoff Hays maidenied his electric Phoenix "Rainbow". This is an impressive looking model, which flew in a very stable manner.

A bit more information about 2.4GHz spread spectrum radio control systems. It comes from a press release of the Large Model Association (LMA) in the UK, cited by RCM&E Associate Editor David Ashby. In summary, he reported that the LMA had sufficient concerns about 2.4GHz installations in heavy models (>20kg) that it was necessary to ban the use of 2.4GHz at public events. The UK distributors of the equipment had then offered to work with the LMA by carrying out comprehensive testing at public events to verify the safety of the equipment. (You can see the full press release at <http://www.modelflying.co.uk/news/article/mps/uan/442> )

More on kits (see also last month's column). Those that saw Andrew McEntyre's Precedent T-180 flying at the Fun fly will recall that it is a nice looking and flying aeroplane. I had a T-180 as well, but sold it, something I regretted ever after.) Many modellers will also recall another plane from the same stable, the larger T-240. When the Precedent Company was purchased by SLEC UK some years ago, the T-180 was taken out of production, as were most other Precedent models (Hi-Boy, Fun-Fly, etc). However the T-240 was continued, but exports to Australia stopped after the takeover. A while ago I found out the T-240 was still available and so and purchased a kit direct from SLEC. While the cost of shipping is rather high (as the box is big), the kit itself is not expensive, the more so because VAT (the UK equivalent of GST) is not charged on goods for export. So, if anyone thinks they might want a T-240 kit, let me know and I will pass on contact details for SLEC UK. SLEC has advised it is going to reintroduce some of the Precedent models, but not the T-180.

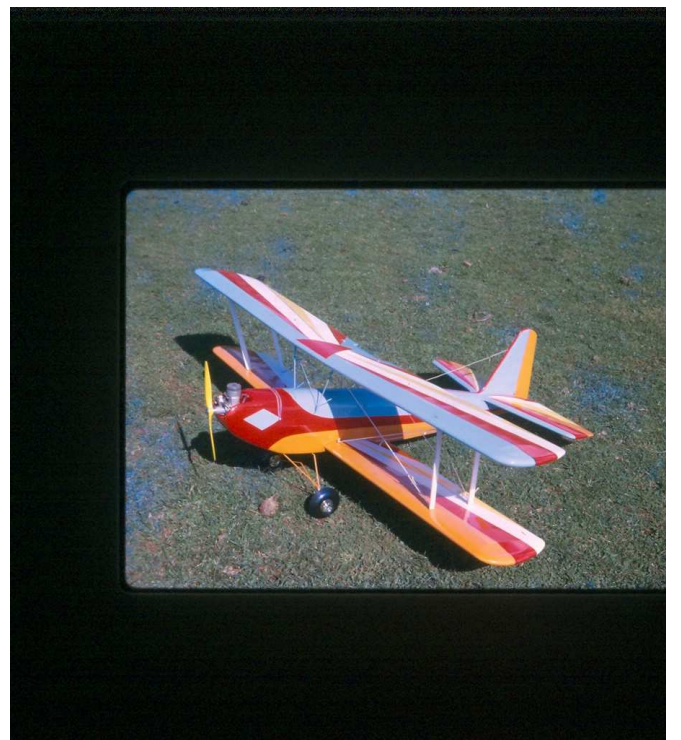
Well I've rambled on enough for another month. Don't forget to mark the AGM in your diaries (See Secretary's column for details).

I hope to see you all at the flying field.

Gerry



Merv with his free flight Brooks Bi-plane about the mid sixties. It was powered by an Oliver Tiger 2.5cc diesel.



Fred Willis's Big John bi-plane was taken in 1970. It was powered by an OS 60 and flew beautifully until the clevis came off the elevator horn and it calmly flew through the strands of a fence. It was eventually repaired, sold to a mate whose ex-wife, in a fit of revenge, reduced poor Big John to a small pile of balsa.



Photo from the Scale Championship at Bendigo, of Kevin and Merv returning to the pits after a successful flight. Congratulations Kevin in achieving a good result.

Photo by Fred Willis



Some of the models at Bendigo, what a good roll up.

## Secretary's Report

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**Hello Everyone.**

Well since we reported last month there has been a spot of rain and things have started to green up somewhat, not a lot but enough to see a difference in what was our dry field.

The mower will have to be brought out again very soon.

Not a lot to report on again this month, as all seems to be going along fairly smoothly, but I might mention that it is now not long to go before our Annual General Meeting that will be held at the Kings Meadows Health Centre on Thursday the 5<sup>th</sup> of June in the Joan Marshall wing.

So it might be timely to keep this date free so that you can come along and have a say on the things that you would like to see happening in your club.

The last 7cell electric glider event that we had saw us give a handicap to the lower power models to give them a chance to be competitive and it worked very well.

It was discussed at our meeting that perhaps this could be modified even further so as to give even a better chance of being just that. ----- (*Competitive that is*)

At our next event it will be tried to see how effective it will be.

It was felt that perhaps some members may get a bit discouraged and not bother to compete, and that is not what we want at all.

It would be better if more of the membership would have a go in some of these events and not just leave it to the few who are dedicated to competition.

7 cell glider events are really very easy to have a go in even if some may not feel that they are up to it, what about some of you glider pilots rising to the challenge and have a go in the next 7 cell event when it comes along you would enjoy it for sure.

We say congratulations to another of our members who has attained his Bronze wings and that is Fred Willis, well done Fred, that now leaves only 2 of our flying members yet to attain their wing status and I would expect that they too will be going for their wings very soon.

Birthdays for this month – well there is only 1 not like the flush last month, we say happy birthday to Peter Steer who celebrated his big day this month, hope it was a great day Peter and may there be many more to come.

I would like to point out to the members that I keep all member details on a data base which includes amongst many things radio frequency's, if you happen to get a new radio and/or your frequency is different to the one I have listed for you it is most helpful to let me know so that the details can be changed and that the member list in the clubhouse is kept up to date.

This also goes for address changes and phone numbers, as these details are posted on the notice board for all the members benefit, it just keeps the system working well—(thanks)

Well I think that's it for me for another month so as always,

Happy landings all

**Geoff.**

[Report prepared by Fred Willis on his trip to Bendigo with Kevin and Merv. Thanks Fred.](#)

## **Bendigo Masters**

Late Thursday, 27th March, Kevin Hay, his valuable crew-man and master builder, Merv Cameron and I, set off in Kevin's rented van to board the Spirit of Tasmania for an overnight trip to Melbourne and then onwards to attend the 4th Bendigo Masters Tournament. Kevin was a keen but somewhat apprehensive participant in the Sportsman class.

Now, if you don't know what this tournament is about here's a brief summary: There are four classes for pilots- Basic, Sportsman, Advanced and Unlimited. Competing are some of Australia's and New Zealand's top pilots flying large-scale gas powered models with motors ranging from 50cc to 150cc and wingspans from 2.6 to 3 metres. In other words, BIG MODELS.

After a smooth trip over Bass Strait and with limited sleep during the crossing we set out for Bendigo arriving at the field two hours later. It wasn't long before Kevin had his paperwork checked and was competing. We were very pleased with Kevin's first flight. He then had two more rounds of known pattern and then two rounds of unknown pattern. All of which he successfully completed without mishap during the first two days.

At the end of the Sportsman Class we found that Kevin had come a very commendable 9th. Bearing in mind that he was competing against pilots who had been in that class for four years made Kevin's place even more praiseworthy. Well-done Kev.

I found the whole competition fascinating. The precision of the pilots, the power of these giant planes and the friendship and camaraderie was a great experience that I won't forget for a long time. On Friday evening Andy Thomas, a competitor and organizer, hired this huge gymnasium that housed three full size basketball courts so that we could witness some great indoor electric flying of both foam models and helicopters. This turned into a hilarious demolition derby with the last plane flying belonging to Tony Driver. Andy also provided dozens of pizzas and buckets of Kentucky fried for dinner. A great night.

Sunday saw the final rounds of the Unlimited Class and we were treated to some spectacular flying by Chris Brislin (Qld), Frazer Briggs (NZ) and rest of the pilots in that class. Chris who is only sixteen eventually won by a narrow margin from Frazer. A brilliant performance by both pilots who then went on to entertain us with some freestyle flying choreographed to music. Following this Troy Brodrick put on an even greater show with his giant Ultimate, hovering, waltzing etc in a cloud of self-generated smoke.

Summary: A wonderful three days even though we experienced four seasons every day. A great effort by Kevin ably assisted by Merv.  
Incredible organization by the Bendigo fliers with clockwork precision.



**Photo of the winner Chris Brislin in the unlimited class.**

**Around the Hangar**  
**Contest Directors Report**

**Andrew McEntyre**

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**Hi Everyone.** I have boxed myself into a corner, so a little report this month. As Gerry has indicated those that were at the Fun Fly day all enjoyed themselves, what a great day for flying. I did have a couple of things that I was going to include on the day but all seemed to be enjoying the day so these will come up at the next event. So onto the Scale Day coming up on May 17<sup>th</sup> there are a number of prizes on offer and maybe a couple of tasks if you're game. Remember you don't need a **Scale model** to be involved everyone welcome and hope the day is as good Fun Fly Day. Thanks to all that attended the Fun Fly Day. **Andrew**

**Upcoming Events to Remember**

Sat May 3 <sup>rd</sup>	<b>Club Day</b>			
Sat May 17 <sup>th</sup>	<b>Scale Day</b>	LMAC	Symmons Plains	<b>10 to 2.30PM</b>
Sat June 7 <sup>th</sup>	<b>Club Day</b>			
Sat June 21 <sup>st</sup>	<b>Fun Fly Event</b>	LMAC	Symmons Plains	<b>10 to 2.30pm</b>