



PROP TORQUE

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

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You may well ask what Andrew McEntyre is doing with the toy truck in the photo. In fact, he was the lucky winner of our big raffle, drawn at the LMAC Annual Dinner held on August 12 at the Olde Tudor motor Inn. Andrew was evidently pleased with his big Tonka!

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AUGUST 2005

EDITORIAL:

This is our second Prop Torque and we are pleased to say that the members' response to the first issue was very positive. However some readers have commented that the print was a bit small, so we have tried to improve readability in this issue.

A new feature in this issue is "Snippets From The Past", presented by Geoff Hays. Geoff, who seems to have an encyclopaedic knowledge of the club that extends back into the mists of time, has offered to present this as a regular feature to give us an insight into significant events and themes of the club's past*. Geoff will draw upon photographs contained in the club's numerous photo albums to illustrate his stories. (These photo albums, which make up a rich resource, are available to club members to peruse, should they wish to do so.)

In a publication such as Prop Torque, it is inevitable that the content will frequently reflect the views of the editors, although we will try to remain impartial. If you have a particular interest within the broad range that is aeromodelling, why don't you let the other members know by writing about it? We are not looking for a doctoral thesis on aerodynamics, just a few lines on what interests you, and why, will suffice. It can be Pattern, Thermal Glider, general Sport flying, Free Flight, Indoor flying, or whatever.

We are still keen to hear from suppliers wanting to place regular advertisements in Prop Torque. So far response has been slow, but we are hoping this will improve.

Finally, while we have included some brief items of a technical nature in this issue, we are also interested in running longer technical articles if there is someone out there to write them!

We hope that you enjoy this issue

Gerry and Virginia de Groot.

Editors

* "History is one damn thing after another" - Henry Ford

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CAPTAIN'S REPORT

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Hello Everyone

This has been a relatively quiet month for the club's flying operations, with one of the two scheduled events having to be cancelled due to bad weather. However, judging from the entries in the members' book in the Clubhouse, it seems that more than a few have been flying during the week (yours truly included) in order to take advantage of some really good weather.

The club also held its Annual Dinner and Trophy Night on Friday, 12 August at the Olde Tudor Motor Inn at Prospect. The Dinner was attended by about thirty members and their partners and was an enjoyable occasion. After the meal, trophies were presented for performance in the club's competitions held during the 2004/05 season. Photos of the festivities are presented elsewhere in the newsletter. .

Those that attended the second Free Flight and Old Timer competition on August 13 will recall that the proceedings got off to a late start due to full-size aircraft operations at the strip. Not that this was a problem; the windy conditions evident early on moderated with the passing of the morning, so that conditions were quite good when the crop spraying aircraft finally left and the Free Flight competition got under way.

On the subject of crop spraying operations at the strip, Aurora Energy has been working on the high voltage line that runs along the northern side of the property access road. A section of this power line, which used to cross the flight line to the north of the airstrip, has now (it appears) been placed underground. I suspect this has been done to improve the safety of fully loaded crop spraying aircraft taking off to the north. While the effect will be beneficial for full-sized aircraft, I cannot help wondering if this might indicate a planned increase in flying operations from the Symmons Plains strip. If so, we can expect more frequent visits from full-sized aircraft, with an increased pressure on our own operations.

Whatever the case, we need to keep in mind the rules that we have in place to deal with this situation: be vigilant at all times and give right of way to full-sized aircraft. Leave the sky if an aircraft enters the vicinity.

Finally, it is worth remembering that we enjoy a great deal of freedom in the operation of our club. We have very few restrictions placed on us, particularly being able to fly seven days a week. Noise is not an issue at the field. And all this at a time when clubs in other countries are losing fields at a terrific rate, or being forced to fly only small models, or only electric models, etc, due to noise. So we should be grateful for what we have.

I hope to see you all at the flying field

Gerry



SECRETARY'S REPORT

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Hi Everyone

As we each one travel our daily walk of life, we have to come to grips as individuals with making all sorts of decisions on a daily basis.

Nothing, (and I feel that many would agree with me when I say this) is certain, unless, that is, we choose to be negative and say that it will go wrong even before it is attempted, and some do have that philosophy.

Well the rains have come even though we had been told that we would not have much rain at all this year.

The Space Shuttle Discovery landed safely, although it was not certain that it would.

Life can be exciting or traumatic, bright or gloomy, but each one of us makes our choices in our little space that we have been given, so let's make the most of it.

Well, so much for the preamble. I had better get on with the task of reporting.

Membership: We have had quite a good response from members renewing their membership. Just a few have for whatever reason decided not to, but at this time our membership stands at a total of 40, down from 44 last year; this is made up of senior, junior, associate and social.

Heavy Model Inspector: Kevin Hay was successful in his application to the MAAA to become a HM Inspector and now joins Merv Cameron as our second HM Inspector. Congratulations Kevin.

PFL Scale Fly in: We have been notified that Phoenix Flyers will hold their Scale Fly-In on Sunday 27th November. Indications are that some mainland Scale flyers may attend this event and that should enhance the activity quite a bit.

It seems that Scale is going through resurgence in Tassie as we have quite a few modellers building scale models now. This event should prove to be well worth marking on your calendars. Plan to be there and, if possible, participate in this interesting event.

Warbirds over Wanaka: Derril Kay from North-West Aeromodellers is keen to organise a group visit to New Zealand for this brilliant event that some of our Tassie colleagues went to a couple of years ago. This year's event is scheduled for April 15/16th 2006.

It is a really great site with the mountains as a backdrop, and with the sound of the big piston-engined aircraft roaring through the valley—WOW!

So if you are interested, please contact Derril on 64259660 or e-mail kays@southcom.com.au

Tx interference/ Mobile phones: This involves Synthesised Transmitters, those that can be programmed to selected frequencies, so avoiding a frequency clash at the field.

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CONTEST DIRECTOR'S REPORT

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Hello Everyone

The Scale competition held on Saturday July 23rd ended up as an unofficial event due to insufficient numbers. The weather was not good, to say the least, but as the day went on more members arrived to fly scale. I had asked Cliff Walters if he would conduct and judge this low-key event and report his results. Thanks very much Cliff - a great job and report. As you will see in Cliff's report, Kevin had an 'off' day, but it was good to see the Pitts back, looking and flying as good as ever. Here is Cliff's report.....

Many thanks for asking me to be Judge, Jury and Executioner for this event. I suppose that being a product of the 30's, scale aircraft are a passion and this probably stems from the fact that my paternal grandfather was employed by the Gloster Aircraft Company, building various biplanes until the early 30's. However, enough digressing and on with the report!

The weather was cold and windy all day and no doubt kept many away. But those of us who were there made the most of it. Acting on the CD's instructions, we ran a "low key" day due to the low attendance and as Chief Steward, I decided to award points as follows:

- **Best on ground; i.e. Static**
- **Scale-like flight**
- **Take-off and landing**
- ***Plus an X factor in the event o***